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*C. Blance* of California

*NE W NORT H*

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B A Y

A map of the North Main Street area in Portland, Maine. The map shows a street grid with 'NORTH MAIN STREET' running vertically and 'PORTLAND' running horizontally. A small inset map shows the location of Portland within the state of Maine.

*A New Discovery Sea*

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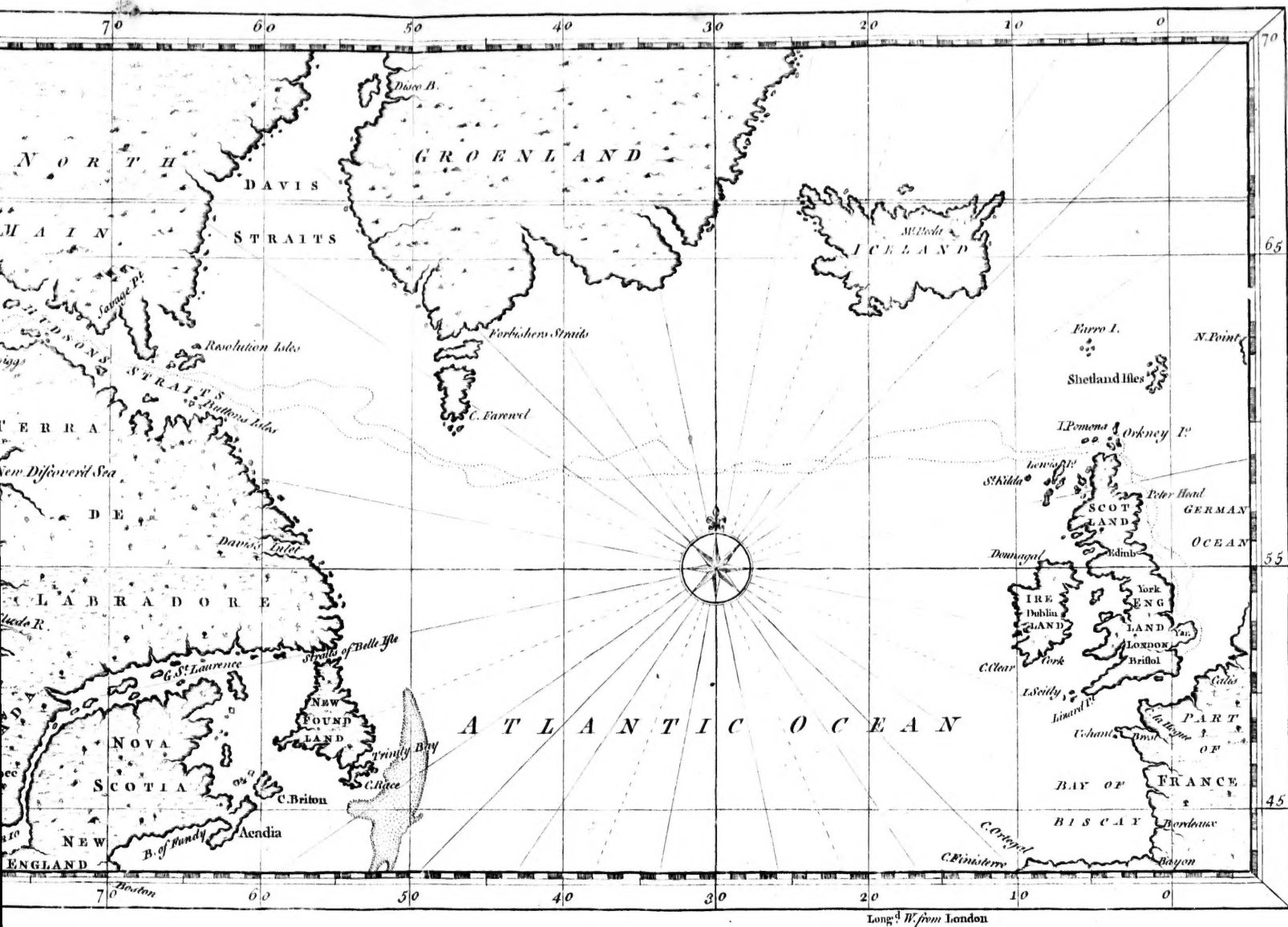
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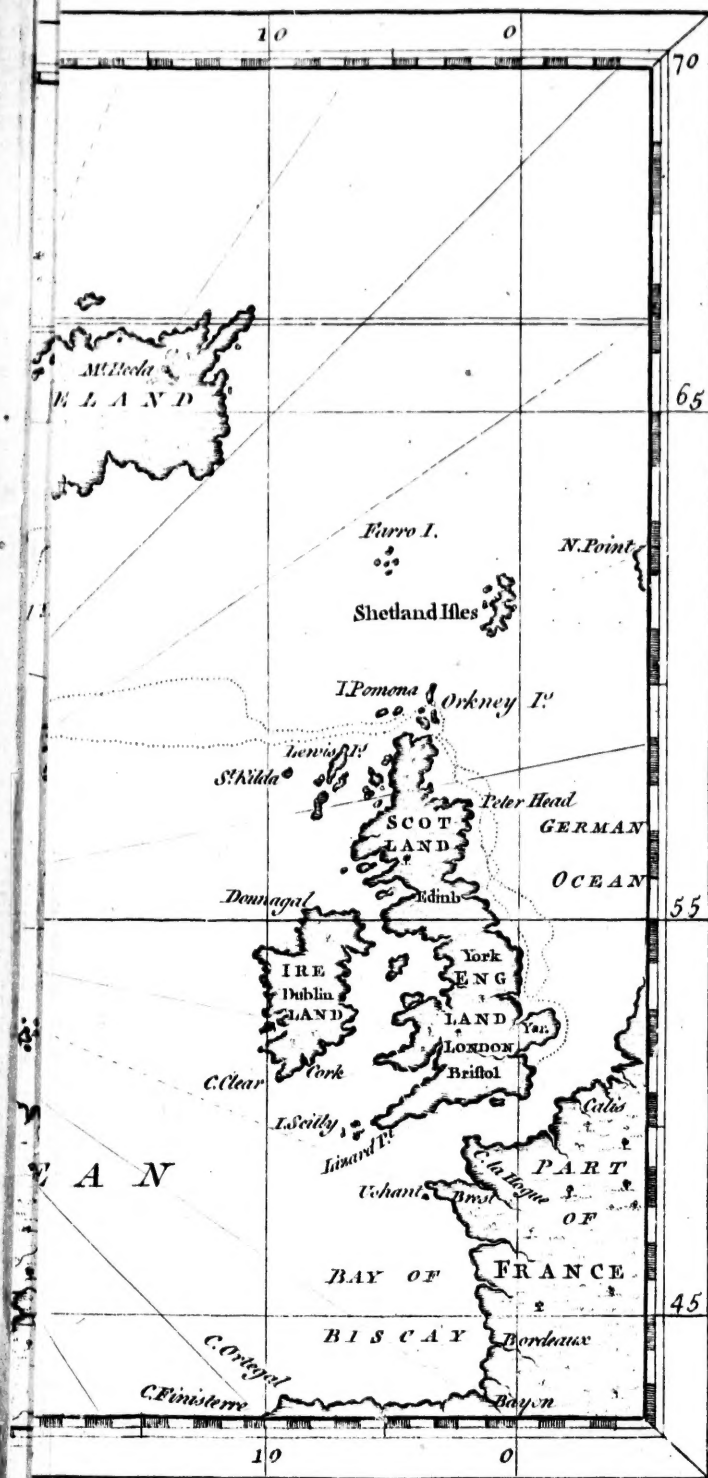
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H U D S O N's-B A Y,  
B Y T H E  
*Dobbs Galley and California,*  
In the Years 1746 and 1747,  
For Discovering a  
N O R T H W E S T P A S S A G E ;

W I T H  
An accurate Survey of the Coast, and a short  
Natural History of the Country.

T O G E T H E R W I T H  
A fair View of the Facts and Arguments from  
which the future finding of such a Passage is  
rendered probable.

By *HENRY ELLIS*, Gent.  
Agent for the Proprietors in the said Expedition.

To which is prefixed,  
An Historical Account of the Attempts hitherto made  
for the finding a Passage that Way to the *East-Indies*.  
Illustrated with proper Cuts, and a new and correct Chart  
of *Hudson's Bay*, with the Countries adjacent.

---

L O N D O N :

Printed for H. W H I T R I D G E, at the *Royal Exchange*.

M.DCC.XLVIII.

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TO HIS ROYAL HIGHNESS

FREDERICK,

PRINCE of WALES, &c.

*May it please your ROYAL HIGHNESS,*

THE following Sheets have  
so many different Claims  
to your Protection ; that  
I have Reason to flatter myself,  
you will not look upon it as a  
Presumption, that, with the most  
respectful Humility, I offer them  
to your Perusal ; happy if they  
should be found worthy of your  
Attention, and thereby recommend  
to your Notice, a Subject of such  
Importance, to the Commerce of  
these Nations, as that to which they  
relate.

vi DEDICATION.

I HAVE said, that they have several Claims to your Royal Highness's Protection; and your Goodness will allow me to explain the Reasons, upon which I have ventured to say this. In the first Place, as they relate to a Discovery, which, when perfected, will not only redound to the Glory of the *British* Nation; but will also prove the Means of promoting Navigation, extending Trade, and encreasing our Shipping; they cannot be more properly addressed to any than to your Royal Highness; who it is well known, hath all these in a particular manner at heart.

IN the next, permit me to put your Royal Highness in Mind, that they more especially belong to you, as this very Design was formerly patronized by your illustrious Predecessor Prince  
HENRY;



DEDICATION. v

HENRY; whose Servant, Sir *Thomas Button*, made a famous Voyage for the Discovery of the NORTH-WEST Passage; and was fully persuaded, that he should have succeeded in another Voyage; from which he was diverted, by the Loss of his Royal Patron.

LASTLY, The high Honour your Royal Highness did me, in the gracious Audience you were pleased to allow me, soon after my Return from this Voyage; the many judicious Questions you were pleased to ask, and the generous Care you expressed, for the happy Progress of this Design, encourage me to approach your Royal Highness upon this Occasion.

IF the Consideration of these Motives, shall acquit me of the Imputation of Presumption, for inscribing your illustrious Name, to an



vi    *DEDICATION.*

Attempt of this Kind ; it will afford  
the highest Satisfaction, as well as  
confer the greatest Honour within  
the Reach of his Wishes, on him,  
who is, with the most dutiful Submis-  
sion and Respect,

*Your Royal Highness's*

*Most devoted, and most*

*Obedient Servant,*

HENRY ELLIS.



# P R E F A C E.

**T**HERE cannot be a stronger Instance of the Health and Vigour of the Body Politic, than a warm Appearance of that Spirit, which is allowed to have conducted most in Times past to its Prosperity, as well as Preservation. The Spirit here meant, is that of encouraging Industry, promoting Trade, and extending Navigation. A Spirit, to the Influence of which we owe the glorious Title we have acquired of a maritime Power, and the Respect that is paid to us in that Capacity, not by our nearest Neighbours only, but by Nations as far distant from us, as the Limits of the World will allow. It is from the Effects of this Spirit that we must hope, not only the Continuance, but the Increase of our good Fortune; and therefore, as it is perfectly just,

viii P R E F A C E.

*so it is highly reasonable to expect, that whatever tends to excite and keep this alive will be cherished, and meet not with a bare Acceptance, but with the most favourable Reception likewise of the whole Nation; and this more especially at the present Juncture, when the same Spirit visibly prevails so much in other Countries, and our common Mistress Trade is courted by so many, and some of them very potent Rivals.*

*IT is very clear, that tho' this may be done by many different Methods; and that tho' all these different Methods deserve Attention and Encouragement from the End at which they aim, yet there is hardly any which can claim so high Regard as DISCOVERY, because this takes in the whole Compass of what has been before laid down, and contributes equally to every Part of that great Design. The Hopes of Discovery encourages Industry beyond any thing; for as it charms those quick and lively Spirits that are not easily fixed by other Views; so on the other Hand it animates by the Expectations of extraordinary Profit Men of a Temper directly opposite, and who are industrious only from a foresight of Reward, and consequently are more or less so, as the Prospect differs in that Respect. It promotes*

*Trade more than any thing, not only as it opens new Branches, and thereby brings a clear Accession to Commerce, without adding in one Slape what may be lost in another, but also by quickening, improving, and enlarging many old Branches; since it is visible that there is a Circulation in Trade, and whatever creates an Exportation on one Side, must encourage Manufactures, and heighten Importations on the other. But above all, it contributes most effectually to the extending Navigation. A new Trade immediately calls for an Increase of Shipping, and this exactly in Proportion to the Demands which this new Trade creates, either for our own Goods and Manufactures, or for the Produce of the new discovered Country by other Nations; so that the Benefits received from thence, are clearly doubled to us in this Respect.*

*AFTER this short Explanation of the Benefits that arise from Discovery, we need not wonder, that the best Friends to Commerce, who at the same time are the best Friends to their Country, have always considered it in so favourable a Light. It must however be allowed, that they have sometimes met with Opposition, as what Truth is there, that has not been denied? what useful*

## x P R E F A C E.

*useful Design, that has not been opposed? But the only Argument their Adversaries could employ is now taken away, for they seemed to be always doubtful of the Event, they questioned what the Effects of Discovery would be, they fancied that Plantations might dispeople, that too great a Trade might impoverish, and that long and dangerous Voyages might impair and weaken our Strength. But all these Pretences, which might have been, and which really were fully answered from Reason, are now for ever refuted by Experience. The Wise were sufficiently satisfied by the first Method, but the latter must have convinced even Fools; of whom it is truly said, that Experience is the Mistress. We now know from Effects, that Plantations have augmented our People, that the Increase of Trade has occasioned an immense Increase of Wealth, and that Attention to naval Affairs has raised a naval Strength, of more Consequence to the Credit and Safety of the Nation, than any other could possibly have been. We may from hence conclude, that no Arguments can be now offered against Discovery, but what are built upon another Foundation, which, when examined, will be found as sandy*  
as

# P R E F A C E. xi

*as the former, viz. the doubting whether any thing of Consequence is left to discover.*

*THIS has been the chief thing urged against prosecuting the Attempts that have been made for compleating that Discovery, which is to be the Subject of the following Pages; and therefore it shall be the Business of this Preface to shew, what rational Hopes there are, that the finding a North West Passage would be a most valuable Discovery to the British Nation. The last Words are added for the setting this Matter in its true Light; for if the finding this Passage could tend only to the Emolument of some particular Body of Men, or was barely calculated to transfer the Wealth that accrues at present to one Set of People unto another, however important it might be to such as were to be Gainers by it, it would not certainly be of such Consequence to the Public as to interest the Legislature in its Favour. But if it can be shewn, that from this Discovery, there is a moral Certainty, that the Exportation of our Commodities and Manufactures may be vastly increased, that several Branches of foreign Trade may be highly improved thereby, that Navigation in general may from thence be greatly extended, and our Shipping increased,*

xii P R E F A C E.

*creased; then surely it deserves to be considered as a thing of high Consequence to the Public, and an Object worthy of national Attention, Protection, and Encouragement.*

*THIS Passage, whenever it is found, must necessarily open a Trade to Countries on each Side of it; and that this may and indeed must prove very considerable, will sufficiently appear, if we consider the Situation and Extent of these Countries. On the Larboard or South West Side of the Channel, and of the Sea into which it opens, lies a Tract of Country making Part of America from the Welcome, or Ne Ultra to Cape Blanco in California, that is from the Latitude of  $65^{\circ}$ . to  $43^{\circ}$ . North, taking in twenty-two Degrees of Latitude, and no less than thirty in Longitude, having an extent of Coast upwards of six hundred Leagues, besides the Inlets that there may be, that must of Course be very advantageous. We cannot indeed pretend to any great Knowledge of this Country, the Coasts of which wholly, and the interior Parts of it in a great measure, remain unknown; but we are very sensible, that Copper, Skins, and Furrs it must abound with in the Parts nearest the Passage; and in the Countries under a better Climate, better Things may be expected. At least,*

# P R E F A C E.    xiii

*At least, we are pretty sure, that it is well inhabited; and if the Inhabitants of the Coasts of Hudson's-Bay that are so thinly peopled, take off large Quantities of our Commodities, and would take off much greater, notwithstanding some Dealings they have with the French, why should we not believe, that Countries better peopled should take off more. We may add to this, that if any heed is to be given to the very best Spanish Writers of American Affairs, to Baron Lahontan, who was a Frenchman, or to Dr. Cox our own Countryman, who had great Opportunities of being well acquainted with the Subject on which he wrote; we may conclude, that there are several numerous, and in a great measure civilized Nations, that inhabit within this Tract, who would willingly deal with us, tho' they are averse to, as having most of them had continual Wars with, the Spaniards. If our Expectations were to be bounded only by the Certainty of discovering these Countries, about which there neither has, nor I think can be any Dispute; it would be a thing of much Importance, since the Navigation once opened, and Trade settled, we might annually vend vast Quantities of woollen Manufactures and other Commodities, and bring over Things very valuable,*  
*perhaps*



*perhaps Gold or Silver also in return. There is no need of expatiating upon this ; for the Matter is so clear and plain, that the bare Account of it may well answer our Purpose, and very fully shew, that the Commerce of the North West Side of America, must afford an ample Compensation for all the Trouble, Pains and Expence, that this Discovery might demand.*

*AGAIN, on the North West or Star-board Side of the Passage, and the Seas into which it opens, it is very highly probable that there must be many great Countries, in a Tract of above thirteen hundred Leagues between Ne Ultra and Japan, which is in the Latitude of 38°. It is indeed very true, that these Countries are absolutely unknown, that we have not the least Hint, whether there is any great Continent on this Side, or only Islands ; but if there be any Truth in the Reports, that large Ships come from these Countries to the North West Side of America, in order to trade with the Inhabitants ; we may rest satisfied, that they are well peopled, and that those People are civilized, and that of consequence their Commerce must be very profitable, tho' it is impossible to say from what Commodities the Profit will arise. This how-*

*ever*

# P R E F A C E. xv

ever a few Voyages would discover, and the very Spirit that these new found Countries would raise, must be highly advantageous to our own. It would, without doubt, revive all that Ardour and Diligence which was so conspicuous in that Age, in which we first opened a Passage to the East and West-Indies; when all Ranks were inclined to promote our Navigation, and when almost every Port in England fitted out Vessels to share in that Commerce, by which the Spaniards and Portuguese had been so suddenly and so surpris- ingly enriched. What appears to us now only from Conjecture, would then become a Cer- tainty; and those who treat the North West Passage at present as a Chimera, as well as those who give themselves no Concern, whe- ther it be so or not, would entertain other No- tions, and act upon other Principles. In a Word, they would be as forward to reap the Advantages of this Discovery as the first Ad- venturers, and the Passion for this new Trade would be as strong as it is for every other new Thing. We should then hear of nothing but building Ships, and equipping Squadrons to sail to these Northern Indies, and the Hopes of having a Share in the Advantages of this Commerce would bring over numbers of Fo- reigners,

xvi P R E F A C E.

*reigners, as certainly as our former Discoveries and Plantations did. That these would be real and great Advantages to us, as a Nation, nobody can deny, and that they might be reasonably hoped for, if this Passage was once found, nobody that is a proper Judge of the Matter will dispute.*

*BUT besides these capital Benefits, which, as it has been before observed, would be absolute Accessions from the finding of such a Passage; there are other incidental Advantages, that are very considerable as well as undeniable; such as opening to us a new and easy Passage into the South Sea, free from the Inconveniences that attend that by Cape-Horn, and in point of Length nothing in Comparison of that from the East-Indies, the only two Passages that are hitherto known. It would likewise open to us the Means of searching that vast Ocean that lies between America and Asia, in which we are very sure that there are many rich and valuable Islands, with which no European Nation has as yet any Correspondence. By this Rout likewise we should have a much shorter, safer and wholesomer Passage to the rich Islands that lie East of Japan, to the Islands of Japan themselves, to the Countries that lie beyond them,*

# P R E F A C E. xvii

*them, as well as to Corea and China. This is not a fanciful Description of imaginary Advantages, but a plain Recital of the Consequences that must necessarily attend such a Discovery, and which even the Enemies as well as Friends to it must allow. As to the Dreams of the Former in the last Age, about the Danger and Difficulty of the Navigation through Hudson's Straits and Bay, and of the insupportable Rigour of the Cold in those Northern Climates, they are now out of the Case; we know that this Navigation is far from being so perilous as it is represented; and at the Close of the following Sheets, it will be shewn that there are very good Grounds to expect, that this Passage is not either narrow or encumbered with Ice, but may be both passed and re-passed in the Compass of the same Summer.*

*A F T E R this short Display of the necessary Consequences of a North West Passage being found, one may presume to affirm, that they are such as well deserve to employ the Consideration of those that wish well to the Trade and Navigation, that is to the Safety, Honour, and Prosperity of Great Britain. They are such as should surely awaken us from that slothful and drowsy State into which, through Indolence and too great Fondness for*  
*a Pleasure,*

xviii P R E F A C E.

*Pleasure, we are visibly fallen. They are such as might open the Means of extricating us from all our Embarrassments, by making such an addition to our Trade, as may afford new Funds for discharging old Debts, and thereby free the landed Interest and our Manufacturers also from that Load of Taxes, of which they have so long complained; and of which, unless relieved by some such Method, they may complain much longer. They are such, in fine, as seem to unite all Interests in a happy Concurrence to promote the Endeavours of those who are desirous of employing their private Fortunes in rendering so great a Service to the Public, as the perfecting this Discovery would certainly be. Upon what Grounds the Design was originally undertaken; how from time to time it has been prosecuted with some Danger, much Labour, and no small Expence; how after being quitted for many Years, it has been again revived; again followed; and again laid aside; how it came to give Birth to the Hudson's-Bay Company; and how since the Establishment of that Company, which has now subsisted above fourscore Years, we have heard so little of it, till of late, is discussed in the first Part of the Work, and that in a Historical Way, for the*  
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*Information of the Reader, and with a View to enlighten, and not mislead his Judgment.*

*IN the second Part, there is a clear and circumstantial Narrative, as well of the Grounds upon which the last Expedition in the Dobbs and California was resolved upon, as of the Expedition itself; the manner in which the two Ships Companies wintered in Hudson's-Bay; and the Discoveries they afterwards made; which, though they did not absolutely shew where the Passage lay, yet seem to have firmly established the Certainty, that such a Passage there is. For as we plainly see from the first Part, that John Cabot, who was the original Author of this Design, as much as Columbus was of that by which the West-Indies was found, supposed this Passage not to lie very far North; but as he laid it down in his Map, or his Son Sebastian, from his Father's Instructions, between the Latitudes of  $61^{\circ}$ . and  $64^{\circ}$ . so from thence also it appears, that all the future Attempts through Davis's Straits and Lumley's-Inlet were of no other use than clearly to discover that Time and Labour were thrown away in such Expeditions, and that it could be only prosecuted with any Probability of Success within the Limits that he first assigned. To this,*

Hudson opened the Way by finding the Straits that bear his Name, and in traversing that Bay in which he lost his Life. Sir Thomas Button, who followed him next, had a very right Notion of the Manner in which the Passage was to be sought, though he has not so clearly explained himself as he ought to have done on that Subject. Capt. Luke Fox has been pretty much censured; but notwithstanding this, he was certainly a very good Seaman; though a very bad Writer; and his Observations are much to the Point, and very clearly direct, and that too upon the most rational Grounds, to the only Part of the Coasts of Hudson's-Bay, where Time and Pains may be spent to Purpose. And as upon the Lights derived from the Comparison of these Voyages, and those that were also let in by Capt. Middleton's Informations before his Expedition, and the Facts reported in his Account of his Expedition, the last Voyage was undertaken; so it has clearly verified every Point upon which the Reality of the Passage depended, and has thereby given Certainty to our Hopes, though the issue of it did not altogether correspond with our Expectations.

ALL this it will be found is fully explained, and fairly proved in the third Part, in which  
the



# P R E F A C E.      xxi

*the Arguments are briefly laid down, that tend to encourage another Undertaking for the Discovery of that Passage; which there is so much Reason to seek, and so good Grounds to suppose, may, notwithstanding so many Disappointments, not be long sought in vain; and as the Reader will find in the Perusal of this Work, that it has been justly regretted we have no distinct Account of those honourable and worthy Persons, who purely from public Spirit, so long and so assiduously prosecuted this Design in the last Age, we have, to prevent any Imputation of the same kind from Posterity, subjoined a List of the Subscribers to the last Undertaking, and who are still solicitous for the Success of this glorious Work; which, notwithstanding the kind Encouragement given by the Legislature, and any other Advantages that may arise therefrom, must, in Case of Success, be infinitely more beneficial to the Public than to themselves. With the same View this Treatise has been written. It contains as concise and as compleat a Prospect of this whole Matter from first to last in Point of Evidence, as well as Argument, as it was possible to collect; and as the coming at Truth, and setting it when come at in the clearest Light, was the great Point aimed at, so if*

*it*



xxii P R E F A C E.

*it has been accomplished in such a Degree as that it may turn to the Benefit of the British Nation, it is all that is wished or desired from it ; and with this Assurance it is submitted to the Judgment, and recommended to the Protection of the candid Reader, who cannot but have some Regard to the Pains that have been taken on his Behalf.*



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A LIST of the SUBSCRIBERS  
to the Expedition for finding the  
NORTH WEST PASSAGE in the  
*Dobbs and California.*

**H**IS Grace the Duke of Montague  
The Right Hon. Earl of Chesterfield  
The Right Hon. Earl of Granard  
The Right Hon. Lord Conway

\* The Right Hon. Lord Southwell

The Right Hon. Lord Newport

His Grace the Archbishop of Tuam

The Lord Bishop of Cloyne

The Right Hon. Edward Southwell, Esq;

Charles Stanhope, Esq;

Sir John Rawden, Bart.

\* Arthur Dobbs, Esq;

The Rev. Mr. Richard Dobbs

2 Shares

Her. Langford Rowley, Esq;

John Potter, Esq;

Solomon Dayrolle, Esq;

James Belcher, Esq;

John Macarell, Esq;

Alexander Steward, Esq;

Barnard Ward, *Esq*;  
 William Lennox, *Esq*;  
 Francis Clements, *Esq*;  
 Edward Brice, *Esq*;  
*Honourable Mrs. St. George*  
*Mrs. Ann Echlin*  
 \* James Douglas, *Esq*;  
 \* Rowland Frye, *Esq*;  
 \* John Thomlinson, *Esq*;  
 \* *Mr. Robert Macky*  
 \* *Mr. Henry Douglas*  
 \* *Mr. William Bowden*  
 \* *Mr. Samuel Smith*  
 Henry Hamilton, *Esq*;  
 William Bafil, *Esq*;  
 Isaac Jalabert, *Esq*;  
 Parnel Nevil, *Esq*;  
 Thomas Salter, *Esq*;  
 John Hanbury, *Esq*;  
 Clement Tudway, *Esq*;  
 Theod. Cock, *Esq*;  
*Mr. John Dupré*  
*Mr. George Aufrere*  
*Mr. Richard Gildart, jun.*  
*Mr. Daniel Muffenden*  
*Mr. James Ross*  
*Mr. Gerrard Trotter of Yarmouth*  
 Jonathan Perrie, *Esq*;  
 Thomas Truman, *Esq*;  
*The Hon. Justin Mc Carty, Esq*;

3 Shares

2 Shares

3 Shares

George

George Spaight, *Esq;*  
*The Rev. Mr.* John Taylour  
*Mr.* Joseph Porter  
*Mr.* Nathaniel Bafnett  
*Mess.* Samuel *and* Thomas Fludyer  
*Mr.* Henry Ellis  
*Mr.* Peter Webb  
*Mr.* George Campbell  
*Mess.* Maltby *and* Kiel  
*Mr.* Arlander Dobson  
*Mr.* Robert Jackson  
*Mr.* John Secker  
*Mr.* Henry Loubier  
*Mr.* Thomas West  
*Mr.* Jonathan Popham  
*Mess.* John Kennion *and* Charles Whytell  
*Mr.* Joseph Curtis *and* Co.

N. B. *Those marked thus (\*) were chosen for  
the Committee.*

b

TABLE

3 Shares

George



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THE



THE  
FIRST PART:

BEING AN

INTRODUCTORY ACCOUNT of the  
*several Expeditions, that have  
been made for the Discovery of a  
NORTH-WEST PASSAGE ; inclu-  
ding the most remarkable Circum-  
stances that occur in all the Rela-  
tions extant of those Voyages ;  
and shewing more particularly  
how far these Attempts contributed  
to the establishing a Probability of  
such a Passage, which was the  
Foundation of the last Underta-  
king for the same Purpose.*

THE

**T**HAT glorious Spirit of Discovery,  
which, by promoting Navigation,  
and extending Commerce, has,  
within these last Two Hundred and Fifty  
B Years,

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council 272

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for England

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in Favour

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## 2    *The several Expeditions to*

Years, brought such immense Riches into *Europe*, raised her naval Power especially to so formidable a Height, and made her indisputably the Mistress of the greater Part of the Globe, took Rise in the Kingdom of *Portugal*, about the Entrance of the 15th Century; and as all Beginnings are weak, made its earliest Essays in short Voyages, along the Coasts of the great Continent of *Africa*. But growing bolder by Degrees, and gathering both Courage and Experience from Success, the *Portugueze* in 1419 discovered *Madeira*; in 1448 the Islands called *Azores*; in 1449 the *Cape de Verde* Islands; and in 1486 the Cape of *Good Hope*; so called from the Expectation it raised of finding a Passage that Way to the *Indies*. It was the Fame of this Discovery, which was made rather by Industry and Perseverance, than from any real Knowledge in Navigation, that put *Columbus*, who was a Man of great Learning as well as true Genius, upon thinking of a nobler and more intelligent Method, of pursuing the same Design, in which, after overcoming many, and those too great Difficulties, he at length brought his Design to bear, and on the 11th of *October*, 1492, entered upon

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*discover* a North West Passage. 3  
upon that Expedition, which produced the  
Discovery of *America*.

IT is a thing sufficiently known to the  
World, that he proposed this very Undertak-  
ing to our King *Henry VII.* by his Brother  
*Bartholomew*, which that wise Prince ac-  
cepted; tho' this was not known to *Colum-*  
*bus*, till after he had made the Discovery he  
proposed. But notwithstanding this Dis-  
appointment, the Inclination that Monarch  
had shewn for encouraging Things of this  
Nature, had so good an Effect, that *John*  
*Cabot*, a Native of *Venice*, a very able Sea-  
man, and who had resided some Years in  
*England*, was encouraged thereby to offer  
his Services to that King, for discovering a  
Passage to the *Indies*, by the North West;  
and obtained Letters Patents, dated in the  
11th Year of the Reign of King *Henry VII.*  
empowering him to discover unknown  
Lands, and to conquer, and settle them,  
with many other Privileges, on Condition  
only that he should return with his Ships  
to the Port of *Bristol*.

IN the Spring of the Year following being  
1497, he sailed from *Bristol*, with one Ship  
fitted out at the King's Expence, and three or  
four smaller Vessels freighted by the Merchants

#### 4 *The several Expeditions to*

there, with coarse Caps, Cloth, Laces, &c. upon his Discovery; in which upon the 24th of *June*, about five in the Morning, he saw Land, which for that Reason he called *Prima Vista*, or first seen, which was Part of *Newfoundland*, and afterwards another smaller Island, which he called *St. John's*; and he brought Home with him three Savages, and a Cargo that turned to good Account; for which, besides receiving the Honour of Knighthood, he was amply rewarded. As in this Voyage he sailed as far as *Cape Florida*, he is very justly looked upon as the first Discoverer of *North America*; and from thence, as Sir *William Monson* observes, our Princes derive their Claim to the Sovereignty of that Country, which they have since prosecuted with so good Effect, both with Regard to their own Glory, and to the Benefit of their Subjects. Thus we see, that the Origin of our Plantations, and consequently of our extensive Commerce, and naval Power, was owing to this Scheme of discovering a Passage, by the North West, to the *Indies*. Whether this ought to recommend it in an extraordinary Degree to the Favour and Protection of the Public, must be left to the

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*discover a North West Passage.* 5

the Decision of the Reader ; and whether the continuing our Search for this Passage, may not hereafter be attended with very beneficial Consequences, exclusive of the great End sought, must be left to Time to discover ; but at all Events, it must be allowed, that this was no bad Beginning.

THE little Knowledge, that our Writers in these Days had of this Subject, occasions our having very dark, inconsistent, and confused Accounts of the Design of this Expedition, as well as of the Circumstances that attended it. Many of them ascribe it to *Sebastian Cabot*, without mentioning his Father at all ; and *Ramusio*, tho' he is otherwise a very accurate Author, has made a great many Mistakes, in what he has delivered upon this Head, tho' he says he took it from a Letter of *Sebastian Cabot's*. " Our Countryman, *says he*, a Man of great Experience, and perfectly skilled in the Art of Navigation, and the Science of Cosmography, sailed along, and beyond the Coast of *New France*, in the Service of *Henry VII. of England*, and he informs me, that having sailed a long Time, West by North beyond those Islands, into the Lat. of  $67^{\circ} 30'$ . upon the 11th of

## 6 *The several Expeditions to*

“ June finding an open Sea, without any  
“ Impediment, he made no Doubt at all of  
“ passing this Way to *Cataia*, which is in  
“ the East, and would have done it, if he  
“ had not been prevented by a Mutiny a-  
“ mongst the Seamen, who forced him to  
“ return Home.” In the first Place, *Sebasti-  
tian Cabot* was not a *Venetian*, but an  
*Englishman*, born at *Brissol*; and tho’ it be  
true, that he went with his Father, yet he  
was then a Boy, and consequently could not  
have at that Time any great Skill in Naviga-  
tion, but attained it afterwards. There is  
an Error in the Latitude of  $10^{\circ}$ . but how-  
ever it is plain from this Account, that the  
Voyage was made for the Discovery of a  
North West Passage, which was the Reason  
I produced it.

BUT in a Letter written by *Sebastian  
Cabot* himself, to the Pope’s Legate in  
*Spain*, he gives still a clearer Account of  
this Matter; for therein he says, that it was  
from the Consideration of the Structure of  
the Globe, the Design was formed of sailing  
to the *Indies*, by a North West Course.  
He observes farther, that falling in with  
Land unexpectedly, (for he thought to have  
met with none till he had reached the  
Coasts

*discover a North West Passage.* 7

Coasts of *Tartary*) he sailed along the Coast to the Height of fifty-six Degrees, and finding the Land there run Eastward, he quitted the Attempt, and sailed Southward. It is more than probable, that this Miscarriage so discouraged *Sebastian Cabot*, who, as we observed, was with his Father in this Expedition, that he thence forward renounced all Hopes of succeeding in, and consequently all Thoughts of prosecuting, this Design. It is very likely, that he had next some Thoughts of a Passage to the *Indies* by the South; for in the 8th of King *Henry VIII.* he made a Voyage to *Brazil*, and was soon after drawn over into the *Spanish* Service. While he resided there, he was employed by a Company of Merchants to conduct a Squadron through the new discovered Straits of *Magellan* to the *East Indies*; but instead of doing this, he entered the *River of Plate*, discovered the Country on both Sides, solicited a Settlement to be made there, or in *Paraguay*, and remained in those Parts about five Years. The ill Usage he met with from the *Spanish* Court, made him think of returning to *England*, which he accordingly did, and was here the principal Promoter of several Expeditions for

## 8 *The several Expeditions to*

discovering a North East Passage; in which tho' he met with as little Success as his Father had done, in searching the North West, yet to these Attempts we owe our *Russia* Trade, which has been of such high Consequence to the Nation, as also the *Greenland* Fishery, which for many Years was carried on with very great Profit.

IT was necessary to mention these Particulars, in Relation to the Life and Transactions of *Sebastian Cabot*, for two Reasons; first to shew that these Projects of discovering North East, and North West Passages, tho' they have been attended with some Expence, and have neither of them as yet produced what was expected from them, yet have in their Consequences brought so great Profits to the *English* Nation, that there is no Reason we should be discouraged from pursuing them so long as any Hopes of Success remain. Secondly, because from this Account, we see plainly the true Reason why all Thoughts of a North West Passage were laid aside for near fourscore Years. For the greatest Part of this Time *Sebastian Cabot*, Esq; in Quality of Governor of the *Russia* Company, was the great Director, and almost the sole Manager of all our Expeditions



*discover a North West Passage.* 9

peditions for Discovery, as appears as well from the Instructions drawn by him for the Direction of those who were employed to look for a North East Passage, as from several Charters, Commissions, and other public Instruments, in which we find him mentioned with great Honour, and treated as the Father and Founder of the *English* Navigation. It does not indeed appear, that he ever declared in express Terms, against making any farther Searches to the North West ; but as it is evident from the Letter of his before mentioned, that he absolutely despaired of finding such a Passage, it may be fairly presumed, that during his Life-time, and considering the great Influence he had in Matters of this Nature, no Project for such a Discovery would have met with any Encouragement ; and therefore we need not wonder, that even in that Age, when hardly a Year passed but some Design or other, for promoting Commerce and Navigation, was set on foot, this remained as silent and unthought of, as if it never had been proposed ; or a single unsuccessful Attempt upon a Coast never before visited, had been sufficient to extinguish all Hopes, and produce absolute Despair of



## 10 *The several Expeditions to*

doing any Good in a matter of such Importance, the Consequences of which were so well known to the enterprizing Navigators of those Times. .

BUT after his Decease Capt. *Martin Frobisher*, a very able Seamen, who for fifteen Years had meditated his Design, proposed a Voyage for the Discovery of the North West; and being countenanced by *Ambrose*, Earl of *Warwick*, a Nobleman of great Credit with Queen *Elizabeth*, he had fitted out two Barks, the *Gabriel*, and the *Michael*, each of twenty-five Tons Burthen, and a Pinnace of ten Tons. He sailed from *Blackwall*, June 15, 1657, and when he had been about a Month at Sea, the Men in the *Michael* deserted him, returned Home, and reported that he was lost. The Captain however prosecuted his Voyage, passed through a Strait between two Islands, to which he gave his own Name. He advanced in this Voyage, as high as the Latitude of  $63^{\circ}. 8'$ . and having had the Misfortune to lose five of his Men, whom he set on Shore, he resolved to return to *England*, bringing with him a Savage whom he had taken Prisoner. He quitted the Island where this Accident happened, on the 26th

of

*discover a North West Passage.* 11

of *August*; and on the 1st of *October* he arrived safely at *Yarmouth*. Amongst other Curiosities which he brought back, there happened to be a Piece of black Stone, which as a Thing of no Value, was given to one of his Owners Wives, who threw it in the Fire, where becoming red-hot, it was afterwards quenched in Vinegar, and when cold, some Sparks were observed to glister in it like Gold; upon this, Tryals were made, and the Refiners asserted, that it held Gold; upon which Preparations were made for a second Voyage, of the Success of which there were very high Expectations.

IN this second Voyage, Capt. *Frobisher* had one of her Majesty's Ships, called *the Aid* of two Hundred Tons, and the two Barks *Gabriel* and *Michael*: He sailed *May* 31, 1577, and on the 16th of *July*, discovered that Point of Land, which lay at the Entrance of *Frobisher's-Straits*, and to which he gave the Name of *Queen Elizabeth Foreland*. It does not appear that he prosecuted much Discovery in this Voyage, but contented himself with taking on board about two Hundred Weight of the supposed Gold Oar, which proved afterwards good for nothing, made what Enquiry he could

## 12 *The several Expeditions to*

could after his Men, but to no Purpose, carried off two Savages, a Man and a Woman, and on the 24th of *August* sailed for *England*, arriving on the 17th of *September* following, at *Padstow* in *Cornwall*, in the Queen's Ship. The Barks being separated in their Passage, the *Gabriel* came to *Bristol*, and the *Michael*, after sailing round *Scotland*, came safely to *Yarmouth*. Queen *Elizabeth* was so well pleased with the Account she received of this Expedition, that she encouraged a third, and bestowed upon the Continent, now discovered, the Name of *Meta incognita*.

THE Hopes that were entertained of these new *Indies*, already discovered, as well as of a Passage to the old, which was accounted almost certain, had such an Effect, that a Squadron of fifteen Sail was ordered out the next Year, a Colony of one Hundred and Twenty Persons was to be left behind, and three Ships stationed on the Coast; the Queen likewise to honour the Captain the more, made him a Present of a Gold Chain. He sailed from *Harwich*, *May* 31, 1578, arrived on the Coasts of his new discovered Country, where they met with a Storm, in which the Ship was sunk, that had

*discover a North West Passage.* 13

had the Materials for their House on board ; so that they made no Settlement, nor were they able to find *Frobisher's Straits*, or the Gold Mine ; but after much Toil to very little Purpose, returned to *England*, in the latter End of *September*. It is said, that Capt. *Frobisher* persisted in his Opinion of a Passage, for the Discovery of which however he never made any other Voyage. He commanded the *Triumph* in the famous Sea Fight with the *Spanish Armada* in 1588, and behaved so well, that he obtained the Honour of Knighthood ; and six Years afterwards, receiving a Wound, at the taking of *Brest*, died of it, through the Want of Skill in his Surgeon, soon after his Return to *Plymouth*.

It is very justly observed by Capt. *Fox*, that from the Accounts we have of these three Voyages, it looks as if they had a mind to keep this Gold Country to themselves ; for except the Latitude of the Entrance of *Frobisher's Straits*, they have set down none ; and as to *Meta incognita*, it is now very well known to be *Groenland*. Mr. *Egede*, who has given us the best Account of that Country extant, speaks thus of these Discoveries. ' In all Sea Charts,

[ says

#### 14 *The several Expeditions to*

' says he, you will find laid down *Frobisher's*  
' *Strait* and *Baer-Seund*, which they pre-  
' tend form two large Islands, adjacent to  
' the Main Land, which I think are not to  
' be found, at least not upon the Coast of  
' *Groenland*; for I could not meet with  
' any thing like it, in the Voyage I under-  
' took in the Year 1723, Southward, going  
' upon Discoveries, tho' I went as far as to  
' 60°. that Way. But at present, the newer  
' Charts lay them down the Northern Strait  
' in 63°. and the Southern in 62°.'

It seems not altogether improbable, that  
*Frobisher's Strait* and Island, which he  
called *Queen Elizabeth's Foreland* (for an  
Island he afterwards found it to be) lay on  
the East Side of *Groenland*, and perhaps not  
in so high a Latitude as is set down in his  
Account; besides some other Reasons for  
saying this, which would take up too much  
Time to report here, the following Passage,  
from Mr. *Egede's* Book, may possibly in-  
cline the Reader to the same Opinion.

' IN my Expedition upon Discoveries, I  
' found on a little Island, where we touched,  
' some yellow Sand, mixed with some Si-  
' nople Red, or Vermillion Strokes, of which  
' I sent a Quantity over to the Directors of  
' the

*discover a North West Passage.* 15

‘ the *Groenland* Company at *Bergen*, to  
‘ make a Trial of it: Upon which they  
‘ wrote me an Answer, that I should endea-  
‘ vour to get as much as I could of the same  
‘ Sand; but to theirs as well as my own  
‘ Disappointment, I never was able to find  
‘ this Island again, where I had got this  
‘ Sand, as it was but a very small and in-  
‘ significant one, situated among a great  
‘ many others; and the Mark I had taken  
‘ care to put up, was by the Wind blown  
‘ down. Nevertheless, there has been  
‘ enough of the same Stuff found up and  
‘ down in the Country; which when it is  
‘ burnt, changes it’s former Colour for a  
‘ reddish Hue, which it likewise does if you  
‘ keep it a while shut up close. Whether  
‘ or no this be of the same Sort of Sand, as  
‘ that of which *Sir Martin Frobisher* is said  
‘ to have brought some Hundred Tuns to  
‘ *England*, and was pretended to contain  
‘ a great deal of Gold, and of which some  
‘ of the *Danish Groenland* Company’s Ships  
‘ returned freighted to *Copenhagen*, in the  
‘ Year 1636, is a Question which I have no  
‘ mind to decide. However, thus much I  
‘ can say, that by the small Experience I  
‘ have acquired in the Art of Chymistry, I  
‘ have

16 *The several Expeditions to*

‘ have tried both by Extraction and Precipitation, if it would yield any Thing, but ‘ always lost my Labour. After all, I declare I never could find any other Sort of ‘ Sand, that contained either Gold or Silver.’ In another Part of his Book, he questions the Truth of *Frobisher’s* Account of the Country, and seems to slight the Gold Sand that he carried from thence; notwithstanding which, he owns, that a certain *Danish* Commander, in the Year 1636, brought home two Ship Loads of this Sand out of *Davis’s-Straits*, at the Charge of the High Chancellor of *Denmark*; which, upon tryal by the Goldsmiths at *Copenhagen*, was pronounced to be mere Sand and of no Value, and as such thrown into the Sea; the Shame of which broke the poor Captain’s Heart. But after his Decease, a small Parcel, which the Chancellor had kept, fell into the Hands of an abler Workman, who extracted good Gold from it, and that too in a considerable Quantity. Sir *Martin Frobisher’s* shining Sand had not this good Fortune, which was some Prejudice to the Progress of this Design, of finding a North West Passage.

IN *Frobisher’s* second Voyage, the *Gabriel* was commanded by one Mr. *Edward Ten-*  
ton,



*discover a North West Passage.* 17

*ton*, a Gentleman of a good Family, and a great Favourite of the Earl of *Warwick's*. In the third Expedition, Capt. *Fenton* commanded the *Judith*, and was Rear Admiral of the Fleet. He had so good an Opinion of the Enterprize, that when he was sent on an Expedition to the *East Indies*, he procured an Article to be inserted in his Instructions, which were dated *April 9, 1582*, directing him to endeavour the Discovery of the North West Passage from the South Sea; but the real Design of that Voyage being to cruize against the *Spaniards*, he sailed to the Coast of *Brazil*, where he met with a Squadron of theirs, which he defeated, and soon after returned home, without proceeding any farther, tho' Sir *William Monson* says, one of his Ships proceeded and actually passed the Straits of *Magellan*.

AMONGST others who were embarked in Mr. *Fenton's* Design, there was one Mr. *John Davis*, a very sensible Man, and an able Navigator, and who being a warm Advocate for the Probability of a North West Passage, a Company of Merchants of *London*, and of the West Country, with the Assistance of some Persons of Distinction, employed him on the Discovery, and equipped



## 18 *The several Expeditions to*

two Barks, the one called *The Sunshine*, of Fifty Tons; the other *The Moonshine*, of Thirty-five Tons. He sailed from *Dartmouth*, June 7, 1585; and on the 20th of July following, he discovered, near the Entrance of those Straits that bear his Name, that Land to which he gave the Name of *Desolation*. On the 29th of the same Month, they saw Land again, in the Latitude of  $64^{\circ}. 15'$ . and there he went ashore, and conversed with the Natives, whom he found a very civil, tractable, and honest People. On the 6th of *August*, he found himself in the Latitude of  $66^{\circ}. 40'$ . in an open Sea; he anchored in a fine Bay, near a noble Mountain, the Cliffs of which were of the Colour of Gold, to which he gave the Name of *Mount Raleigh*; he called the Road, *Totness*; the North Foreland, *Dyer's-Cape*; and the South Foreland, *Cape Walsingham*. On the 11th of the same Month, he gave the Name of *the Cape of God's Mercy*, to the Southermost Point of Land, and then entered a fair Strait, thro' which he sailed sixty Leagues, N. N. W. with Islands in the middle, but a fair Passage on both Sides; he met with Signs of People upon the Shore, and found the Tide flow  
fix

*discover a North West Passage.* 19

fix or seven Fathom, but could not find from whence it came. On the 21st, he sailed for *England*, and on the 30th of *September* he arrived at *Yarmouth*. He seems to have been the first that examined the West Side of *Groenland*, on which he sailed to the Height of  $64^{\circ}. 15'$ . and on the other Side, he discovered from the Height of  $66^{\circ}. 40'$ . and returned Home safely.

THIS Expedition gained Capt. *Davis* so much Credit, that he was sent out again with four Ships, the *Mermaid*, of One Hundred Tons, the *Sunshine*, the *Moonshine*, and the *North Star*, of Ten Tons. He sailed from *Dartmouth*, May 7, 1586, and on the 15th of *June* discovered Land in the Latitude of  $60^{\circ}$ . North, and in the Longitude of  $47^{\circ}$ . West from *London*; but being hindered from approaching it by Ice, he was constrained to bear away to the Lat. of  $57^{\circ}$ . in order to double it, and recover an open Sea, which he did. On the 29th of the same Month, he again discovered Land in the Latitude of  $64^{\circ}$ . and in the Longitude of  $58^{\circ}. 30'$ . West from *London*, where he went on Shore, and traded with the Natives, of whom he gives a large Account, very little different from what the

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Reader will meet with in some of the ensuing Pages. He found this to be broken Land with great Sounds and Inlets. About the middle of *July* he sent Home the *Mermaid*, and continued his Expedition in the *Moonshine*. On the 1st of *August* he discovered Land in the Latitude of  $66^{\circ}.33'$ . and in the Longitude of  $70^{\circ}$ . West from *London* he saw many Inlets, but attempted none; and on the 19th of the same Month, he began to return Home, and arrived safely in *England* in the Beginning of *October*; so that in this second Voyage, he did not so much as in the first; which, perhaps, might be owing to his having the Command of a Squadron.

ON his Return he wrote a Letter to Mr. *Sanderfon*, who was Treasurer of the Company; in which he affirmed, that he had brought the Passage to a Certainty, and that it must be in one of four Places, that he had remarked, or not at all; adding, that farther Discoveries might be made without more Expence, supposing that the Fishery would more than defray it. In Expectation of this, he was fitted out a third Time, having with him the *Sunshine*, the *Elizabeth* of *Dartmouth*, and the *Ellen* of *London*.

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*don.* He sailed from *Dartmouth* on the 19th of *May*; on the 14th of *June* they discovered Land, and on the 16th they anchored in a Harbour, where they traded with the People. On the 30th of the same Month he was in the Latitude of  $72^{\circ}. 12'$ . on the West Side of *Groenland*; he called the most Northern Point of the Land he saw *Hope Sanderfon*; he then ran Westward 40 Leagues and better, without any Sight of Land. On the 17th of *July* he had Sight of *Mount Raleigh*: On the 23d he anchored in the Bottom of the Gulph, and called the Islands there *Cumberland-Islands*: On the 26th he met with a great Storm, and on the 30th he discovered that which he called *Lumley's-Inlet*, between  $62^{\circ}$ . and  $63^{\circ}$ . He returned to *Dartmouth* the 15th of *September*; and in a Letter that he wrote to Mr. *Sanderfon*, he maintains the Probability of a Passage through the Strait that bears his Name; and in this Opinion he continued all his Life, as Sir *William Monfon* informs us, who tho' he had no Opinion of the Passage himself, yet he allows that Capt. *Davis's* Arguments in its Favour were very plausible.

## 22 *The several Expeditions to*

AFTER this third Voyage of Capt. *Davis*, Expeditions for the Discovery of a North West Passage were for some Years suspended; but still the Opinion, that such a Passage might, and some Time or other would, be found, continued and kept up its Credit; and Sir *Humphry Gilbert*, a very gallant, and learned Gentleman, Half-Brother to the ever memorable Sir *Walter Raleigh*, wrote a very curious, and for those Times, a very judicious Discourse upon this Subject, and procured a Patent for settling the West Part of *America*, with a View, in all Probability, to this Discovery. Some other Papers of the like Purport were wrote about the same Time; and from the Authorities mentioned in them, it very clearly appears, that the Notion of a North West Passage was at this Time general, among the ablest Cosmographers, and most intelligent Seamen in *Spain*, *Portugal* and *Italy*; not to mention the positive Assurances given by some, that Ships had actually returned from the *East-Indies* through this Passage. To give a distinct and particular Account of these Matters would require a Volume; and therefore it may be sufficient for our Purpose, to give a single Instance,

*discover a North West Passage.* 23

as indeed it is a very singular one, of the Credit of this Opinion, amongst Men of the best Judgments, who were employed in the *East-Indies*.

CAPT. *James Lancaster*, who was sent in the Spring of the Year 1600, with four large Ships into those Parts, being the first Fleet ever sent thither by an *English East India Company*; in his Return Home on board the *Dragon*, met with a Storm off the Cape of *Good Hope*, in which his Ship lost her Rudder, and was otherwise damaged, insomuch that he was persuaded to go on board the *Hector*, another of the Company's Ships, for his Security. But that brave and vigilant Officer, believing his Presence might contribute more than any thing else to the Preservation of the Ship he was in, refused to quit her, contenting himself with writing a short Letter to the Company, wherein he told them, they might be sure he would do his utmost to save the Ship and Cargo, by his venturing his own Life, and the Lives of those who were with him; adding this remarkable Postscript, in the midst of his Confusion, *The Passage to the East Indies lies in 62°. 30'. by the North West, on the American*

## 24 *The several Expeditions to*

*Side.* One may from hence infer, that this Gentleman, who for his great Conduct, Courage and Integrity, was afterwards knighted, looked upon this as a Thing of great Certainty, as well as great Consequence; otherwise he would not have given it Place in such a Letter, at such a Time, and under such Circumstances. It is not at all improbable, that it might be in Pursuance of the Company's Instructions; for whoever considers it maturely, will be of Opinion, that such a Discovery imported no Body of Men in this Nation more than the *East-India* Company.

THE Consideration of all these Circumstances together, very possibly with this Passage in Captain *Lancaster's* Letter, which made a great Noise at that Time, induced the *Russia* and *Turkey* Companies, about fifteen Years after the Return of Captain *Davis* from his last Voyage, to resolve upon sending two Vessels in Search once more of the North West Passage. These were commanded by Capt. *George Weymouth*, a very able Officer and skilful Seaman; he sailed on the 2d of May, 1602, in the *Discovery* of seventy Tons, in Company with the *Godspeed* of sixty Tons, commanded by

Mr.



*discover a North West Passage.* 25

Mr. *John Drew*. On the 4th of *June* he had sight of the *Orkneys*; on the 28th he was in the Latitude of  $62^{\circ}. 30'$ . when he descryed *Warwick's Foreland*, and standing along the Coast, saw great Reason to believe that it was an Island; and supposing it so to be, he concluded, that *Lumley's-Inlet*, and the next Southern Inlet must of Necessity be one Sea; and as there is a great Current there, setting to the West, he thence inferred there might be reasonable Hopes of a Passage. He farther observed, that the Land of *America* was all broken. On the 19th of *July* his Men mutinied, and took a Resolution to return to *England*, for Reasons which they gave him, offering at the same Time, if with the Benefit of a North West Wind, which they then had, he would endeavour a Discovery in  $60^{\circ}$ . or  $57^{\circ}$ . they were willing to run any Hazard with him; from whence Capt. *Fox* infers, that he had some on board, who were wiser than himself; but being in the Latitude of  $68^{\circ}. 53'$ . (as he says) the Men absolutely refused to proceed. On the 26th, he reckoned himself in the Entrance of an Inlet at  $61^{\circ}. 40'$ . into which Inlet he affirms, that he failed 100 Leagues, West by South, that it was  
forty



## 26 *The several Expeditions to*

forty Leagues broad, very little incommoded with Ice, and a Passage with more Probability to be expected there than in *Davis's Straits*; but as the Year was far spent, and many of his Men in both Ships sick, he thought fit to return to *England*, and arrived safely at *Dartmouth* on the 5th of *August*. It is Capt. *Fox's* Opinion, that from the Lights afforded by *Davis*, and *Weymouth*, *Hudson* was principally guided in his Discovery.

WE come next to speak of this great but unfortunate Seaman, who in Point of Skill was inferior to few, in regard to Courage surpassed by none, and in Point of Industry and Labour hardly equalled by any. He was taken into the Service of a Company of very eminent Merchants, who were bent on making a Discovery of a shorter Passage to the *East-Indies*, whether by the North, the North East, or the North West; and in their Service he searched for every one of these; neither does it appear from any of the Accounts now extant, that any Company were ever at so great an Expence, persisted so long, or did so much, towards clearing up this Point, as the Company by which *Hudson* was employed; and yet it

I does

*discover a North West Passage.* 27

does not appear, that they had any particular or private Views ; but took all this Pains for the Sake of those Advantages that must have resulted to the Public, in Case their Endeavours had succeeded. It is justly to be regretted that the Names of these generous Persons, have not been preserved to Posterity ; but that all we know of them is, that they were *certain Worshipful Merchants of LONDON* ; at that Time, no doubt, and long after, when *Purchas* made his Collection, it was a Thing so well known, that publishing it seemed to be unnecessary, from whence it unluckily happens, that what was overlooked then, must remain in perpetual Oblivion to succeeding Times.

THE first Voyage Capt. *Hudson* made, in the Service of this Society, was to discover a Passage to the *East-Indies*, by sailing directly North, in which he did not spend quite five Months, departing from *Gravesend*, the 1st of *May*, 1607, and returning thither again the 15th of *September* the same Year. In this Voyage there are several Things very remarkable : On the 13th of *June* they saw Land ; which seems to have been Part of the East Coast of *Groenland* : On the 21st of the same Month they saw  
Land

## 28 *The several Expeditions to*

Land again, in the Latitude of  $73^{\circ}$ . to which they gave the Name of *Hold with Hope*, and there they found the Weather temperate and pleasant; whereas in  $63^{\circ}$ . they were pinched with severe Cold: On the 27th they were in the Latitude of  $78^{\circ}$ . where they found the Weather also temperate, or rather warm; but on the 2d of *July*, tho' they were in the same Latitude, the Weather was very cold; on the 8th of *July*, being in the Latitude of  $78^{\circ}$ . they had calm Weather, an open Sea, and a great Quantity of Drift-Wood; they observed that an Azure or Blue Sea was generally incommoded with Ice; but the green Sea open: On the 14th of *July*, Capt. *Hudson* sent his Mate and his Boatswain on shore, in the Latitude of  $80^{\circ}$ . 23' being then on the Coast of *Spitzbergen* or *Greenland*; they found the Track of Beasts, saw some Water-Fowl, and met with a Stream or two of fresh Water, of which they drank heartily, the Weather being hot; and observing the Sun at Midnight, they found his Body  $10^{\circ}$ . 40'. above the Horizon. He continued to advance to near the Latitude of  $82^{\circ}$ . and would have proceeded farther, but was hindered by the Ice; he afterwards made an Attempt

*discover a North West Passage.* 29

attempt to sail round *Groenland* by the North West; and so to have returned home thro' *Davis's-Straits*, but found that likewise impracticable.

UPON his Return, he was employed again to discover a North East Passage; he sailed *April 22, 1608*, and returned again on the 26th of *August* the same Year; he first tried to pass between *Spitzbergen* and *Nova-Zembla*, but was hindered by the Ice; he then coasted along the latter, and found the Country tolerably pleasant; nor was he without some Hopes of finding another Passage, than by that called the Straits of *Weygatz*; but failing in this also, he bore away from thence to make Trial of the North West Passage, by entering *Lumley's-Inlet*; but finding it impossible to arrive there in Time, he laid aside that Design, and made the best of his Way home. In 1609, he went again in search of the North East Passage, and having examined the Coast of *Nova-Zembla* to no Purpose, he bore away for *Newfoundland*, where he traded some time with the Savages, and from thence proceeded to *Virginia*. One may reasonably suppose, that he did this with Design to lessen the Expences of the

I Voyage,

### 30 *The several Expeditions to*

Voyage, that the Company might not be tired with bearing continual Losses, without meeting any Success; and upon his return from hence, it was, that he undertook his last, and fatal Voyage, expressly for discovering a Passage by the North West.

HE sailed from *Blackwall*, *April 17*, 1610, and plying down the River with the Lee, he took an Opportunity there of riding himself of one Mr. *Coleburne*, a very able and skilful Seaman, whom his Owners had put on board him as his Assistant, by sending him back to *London* in a *Pink*, with a Letter, in which no doubt, he gave the best Colour he could to this strange Proceeding; which proved an unlucky Precedent, for the sending him out of the Ship in a much worse Place. In the latter end of *May*, he reached the Island of *Iceland*, and put into a Harbour in the North East Part of it, where he was kindly entertained; yet here some Disputes arose amongst his Crew, which with some Difficulty he pacified. On the first of *June* he sailed from *Iceland*; on the 9th of the same Month he took himself to be off *Frobisher's Straits*; on the 15th he saw Land, which Capt. *Davis* called *Desolation*; on the 24th he began to enter  
into

*discover a North West Passage.* 31

into those Straits which have since borne his Name. On the 8th of *July*, being in the Height of  $60^{\circ}$ . he gave the Name of *De-fire-Provoked*, to the Land he saw on the South Side of the Strait ; on the 11th he was amongst some Islands, to which he gave the Name of the *Isles of God's Mercy* ; found the Tide flow higher than four Fathoms, the Flood coming from the North, High Water at Eight of the Clock on the Change of the Moon, in the Latitude of  $62^{\circ}. 9'$ . On the 3d of *August*, he passed through the Straits, observing that the Tide came from the North, flowing from the Shore five Fathoms ; the Cape at the Passage out on the East Side, he called *Cape Wolstenholme* ; and that on the South West Shore, *Cape Diggs* ; he sailed down to the Bottom of the Bay, and very carefully searched the West Side, in which he spent the Time, till towards the Beginning of *September*, when he removed *Robert Ivett*, his Mate, for his mutinous Behaviour : During the whole Voyage, he still continued searching the Bay, probably with an Intent to find out a fit Place to winter in ; and the beginning of *November*, he found a Place in the South West Part, which he judged most proper  
for

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for his Purpose; and there he caused the Vessel to be hauled ashore. As he was victualled at his coming from *England*, for six Months only, and had been out now full that Time, it may be presumed that they underwent great Hardships, in which, however, it is sufficiently evident that he shared with them. In the Beginning of the ensuing Spring, after making a short Trip in a Shallop for nine Days, to try whether he could meet with any Savages, who would furnish him with Provisions, and being disappointed, he returned, and getting the Ship ready, prepared to sail for *England*, distributing the Bread amongst those People that were on board, and with it a Certificate to entitle them to their Wages, in case of his Demise; at which time he wept out of Pity for their Hardships.

BUT it seems the Gentleness of *Hudson's* Temper had no kind of Effect upon those with whom he had to deal; for one *Henry Green*, a profligate young Man, whom he had taken into his House, and preserved from Ruin, bringing him on board without the knowledge of his Owners, conspired with *Robert Ivett*, the Mate whom Capt. *Hudson* had displaced, and when they were ready to  
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*discover a North West Passage.* 33

fail, turned the Captain, with his Son *John Hudson*, a Youth, *Mr. Woodhouse*, a Gentleman studious in the Mathematicks, who was a Volunteer in this Voyage, with the Carpenter and five more into the Shallop, with little or no Provisions, and hardly any Arms, and most barbarously abandoned them in that wretched Place, where they were afterwards either starved to death, or murdered by the Savages. The Crew suffered all the Hardships they deserved in their Return; for in a Quarrel that they had with the Savages, *Green* and two of his Companions were killed; *Robert Ivett*, who had made several Voyages with *Hudson*, and was the original Author of all this Mischief, died in the Passage home; and the rest with infinite Difficulty came first to *Ireland*, and at length to *England*. *Abbacuc Pricket*, who was one of them, and wrote all the Account we have of the latter Part of the Voyage, was a Servant to *Sir Dudley Diggs*, and probably by his Interest escaped Punishment. Capt. *Fox* suspected, and with good Reason, that he was as deep in this black Affair as any of them; but at his Return, he asserted, that the Ship being aground at *Diggs's-Island*, in the Latitude



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of 62°. 44'. a great Flood from the West set them afloat, which gave such Hopes of a Passage, that the Company immediately resolved to make another Trial, in Hopes, perhaps, of saving Capt. *Hudson*, in case he survived.

THE Person that was made choice of to conduct this new Expedition, was Capt. *Thomas Button*, a Gentleman at that Time in the Service of Prince *Henry*, an able Seaman, a very knowing Man in other Things, and who was afterwards knighted, for Services rendered to the Crown. He had two Vessels, the one called the *Resolution*, in which himself sailed; and the other the *Discovery*, commanded by Capt. *Ingram*; they were victualled for eighteen Months, sailed in the beginning of *May*, 1612, and entered *Hudson's-Straits* on the South of *Resolution*, where for some Time they were fast among the Ice: He then sailed to *Diggs's-Island*, where he stayed about a Week, and in that Time fitted out a Pinace, which he brought from *England* in Pieces. Sailing then Westward, he discovered the Land, which he called *Cary-Swan's-Nest*; from thence proceeding Southward of the West, he fell in with Land, in the Latitude

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*discover a North West Passage.* 35

titude of  $60^{\circ}.40'$ . to which he gave the Name of *Hopes Checked*. They met there with a great Storm, which drove him Southward, and constrained him to look for a Harbour, in which he might repair the Damage he had sustained ; and on the 15th of *August* he put into a Creek, on the North Side of that River, which he called *Port-Nelson*, from the Name of the Master of his Ship, whom he buried there ; and here he resolved to Winter ; in order to which, he put his smaller Ship foremost, and then the *Resolution*, fortifying both with a Barricado, composed of Piles, made of Firr, and strengthened with Earth, in order to defend them from Snow, Ice, Rain, or Floods. He wintered on Board his Ship, in which he kept three Fires ; and tho' there is no doubt that he took all the Care he could of his People ; he notwithstanding lost many of them, and was himself much indisposed for the first three or four Months of the Winter, which was very sharp.

It is much to be regretted that we have no distinct, regular, or complete Journal of this Voyage ; tho' it is certain, that Sir *Thomas Button* kept a very exact Journal ; an Abstract of Part of which, communicated to

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him by Sir *Thomas Roe*, is printed by Capt. *Fox*; but having exceeding strong Hopes of a Passage, and being very desirous to keep the Honour of the Discovery to himself, Sir *Thomas* was very industrious to conceal what certainly ought to have been made publick. All we know of the first Part of his Voyage is collected from different Accounts, and those written by several Hands, and it is from these we learn that the River, notwithstanding the Rigour of the Season, was not entirely frozen till the 16th of *February*, which was owing to the Winds changing frequently, so that they had sometimes warm thawing Days, as well as others that were piercing cold. They were not much distressed for Provisions, since it is affirmed, that in the Space of the Winter, they killed no less than eighteen hundred Dozen of Partridges and other Fowl, which affords us an Opportunity of saying somewhat concerning the Birds of this Country, that may prove both entertaining and instructive to the Reader.

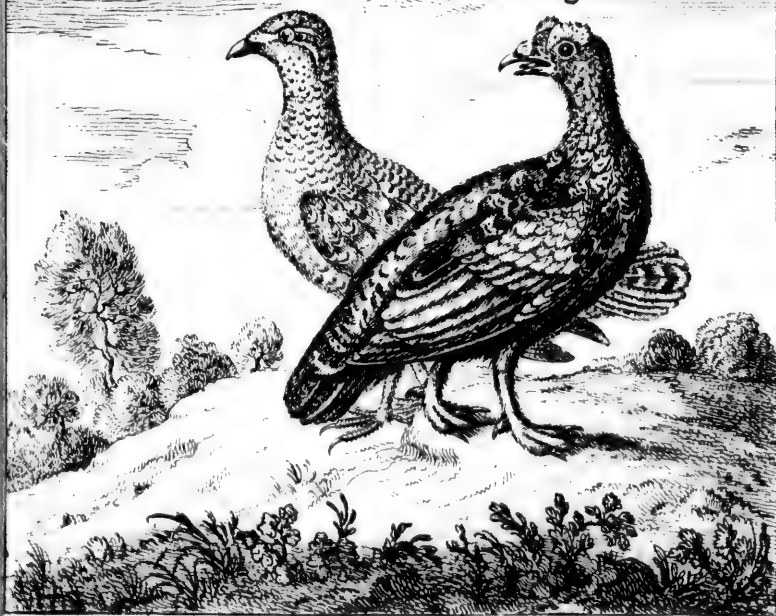
THE brown and spotted *Heathcock*, which continues all the Year in the Countries about *Hudson's-Bay*, is somewhat bigger than an *English* Partridge, longer bodied, and has a  
longer



The Pelican



The Heathcock & Partridge



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*discover a North West Passage.* 37

longer Tail in proportion. The Bill is black, covered with brown Feathers; the Skin above the Eye red; the top of the Head, the upper part of the Neck, and down the Back covered with Feathers of a dark brown, mixed with a dull orange and ash Colour; the Tail is of a dark brown, the Throat under the Bill of a yellowish white, the Neck and Breast of a dull Orange, with Spots in the Form of Half-Moons of black; the Breast and under the Body of the Bird to the Tail white clouded with cream Colour, spotted with black Half-Moons; the Legs from the Knee-joint down to the Feet covered with a kind of hairy Feathers of a brown Colour, intermixed with black; the Feet of a reddish brown; and three Toes forward having Claws pretty long and black; these Toes are jagged, but the hinder Toes are smooth on the sides. It is remarkable, that these Birds are Inhabitants of the low Country in those Parts, tho' the same Species with us are only found in very high Lands, and on the Tops of Mountains.

THE *white Partridge* is of a middle Size, between our common Partridge and the Pheasant, shaped very much like the former, except that its Tail is somewhat longer.

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In the Summer Season these Birds are mostly brown, but in the Winter they become perfectly white, except the outward Feathers of the Tail, which are black tipped with white. In that severe Season they repose themselves in the Snow all Night, and in the Morning fly directly up to shake off the Snow. In the middle of the Day they sun themselves, and feed only in the Mornings and Evenings. They breed and continue in those Parts all the Year, which is a great Relief to such as inhabit that Country. But after all, as the ingenious and accurate Mr. *Edwards* observes, this Bird is not properly a Partridge, but of that kind which we call the Heath Game, and is common to *America* and *Europe*, being found in the Mountains of *Italy*, *Switzerland*, *Spain*, &c. but no where in such Plenty as in the Regions about *Hudson's-Bay*.

THE *Pelican* is also common in this Country, which is somewhat bigger than a large tame Goose; the upper Mandible of the Bill is narrower in the middle than at either End, and is received into the lower, except towards the Point, which widens and receives the lower into it; the Point is red, but the upper and under Part towards the  
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*discover a North West Passage.* 39

Head, are of a yellow Colour; the Pouch when dry, resembles an Ox's Bladder blown, and is prodigiously large while the Creature is living; the Head and Neck are covered with white Feathers, the Body of a dirty ash Colour, the Quills of the Wings are black, all the under Part is of a dark ash Colour, the Legs are short, with four Toes, webbed together, the middle Toe is longer than the Leg, and both the Legs and Feet are of a dirty yellow, mixed with green; the Claws are dark. These Birds live chiefly upon Fish, and are thought to inhabit most Parts of the Globe; at least, it is certain that they are common here, and in the Northern Parts of *Russia*; they likewise abound in *Egypt*, and are sometimes found near the *Cape of Good Hope*, where they are of a much larger Size; one that was publickly shewn here, and brought from thence, being twice as big as a large Swan, and the Pouch under the Bill so large, that his Keeper with great ease put his Head into it.

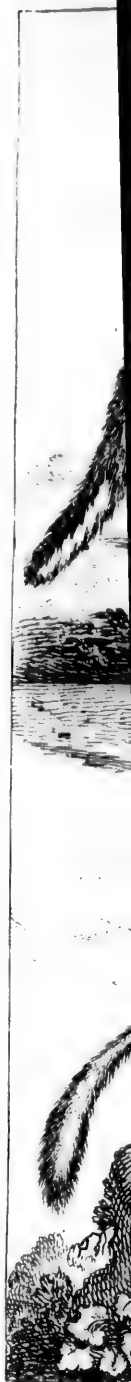
THERE are likewise in this Country some very curious Birds, with respect to their Size and Strength; such as *White Tailed Eagles*, about the Bigness of a Turkey-Cock, flat crowned, short necked, full breasted,



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with brawny Thighs, and having very long and broad Wings, in proportion to it's Body, but darker on the Back, and lighter on the Sides; the Breast spotted with white, the Quills of the Wings black, the Tail when closed white, both above and below, except the very Tip of the Feathers, which are black or brown, the Thighs covered with dark brown Feathers, thro' which, in some Places, a white Down appears, the Legs to the very Feet covered with soft Feathers of a reddish brown; it has four Toes on each Foot, very thick and strong, standing three forward and one backward, covered with yellow Scales, and armed with very strong Claws, of a shining black, with very sharp Points; there are besides these, several kinds of *Falcons* or *Hawks*, and other Birds of prey. The great *Horned Owl* is also common in this Country, which is a very singular Bird, with a Head very little inferior in Size to that of a Cat, and what are called the Horns, composed of Feathers, rising just above the Bill, intermixed at the Bottom with white, becoming of a red brown by Degrees, and tipped with black. The great *White Owl*, of a bright shining Colour, so as scarce to be distinguished from the Snow,

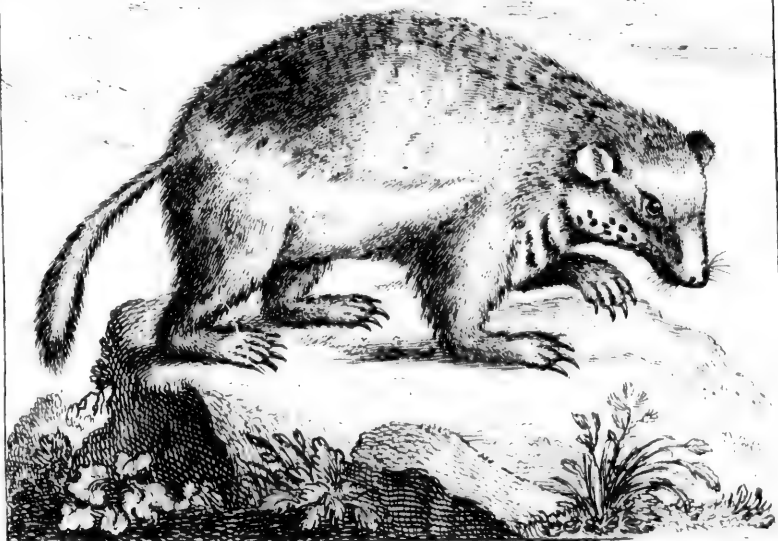
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The Porcupine



The Quick Hatch, or Wolverine



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*discover a North West Passage.* 41

is common here likewise, and continues the whole Year through in this Country, where it is frequently seen flying by Day, and preys upon the white Partridge.

THERE are also some Beasts, that are singular enough, and are generally esteemed peculiar to this Country, such as the *White Bear*, a Creature very different from the common Bear; having a long Head, and a Neck much thinner than other Creatures of that Kind: It is said to make a Noise, not unlike the barking of a Dog that is hoarse: There are different Sizes, great and small; their Hair is long and soft as Wool; and their Noses and Mouths are black, and so are their Claws; they swim from one Field of Ice to another, and dive under Water for a long Time. Near the Sea Coast, they feed chiefly upon dead Whales; but on shore, on any thing they can get.

THE *Porcupine* of *Hudson's-Bay* resembles in Shape and Size a Beaver; the Head is not unlike that of a Rabbit; it has a flat Nose, entirely covered with short Hair; the Teeth before, two above, and two below, are of a yellow Colour, and remarkably strong; it has very small short Ears, which  
hardly



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hardly appear without the Fur ; the Legs too are very short, but the Claws, of which it has four on it's fore Feet, and five on the hind, are long, hollow within, like Scoops, and very sharp pointed. It is covered all over the Body with a pretty soft Furr, about four Inches long ; beneath the Hair, on the upper Part of the Head, Body and Tail, it is very thick, set with sharp stiff Quills, which are white, with black Points, bearded, and not easily drawn out, when they have entered the Skin. The Porcupine usually makes its Nest under the Roots of great Trees, and sleeps much ; he feeds chiefly upon the Bark of Trees, eats Snow in the Winter, and drinks Water in the Summer, but carefully avoids going into it. The Savages eat them, and esteem their Flesh both a wholesome and a pleasant Food.

THE *Quick-Hatch* or *Wolverene* is another very extraordinary Beast of the Size of a large Wolf ; the Snout of the upper and under Jaw, as far as the Eyes, is black, the upper Part of the Head whitish, the Eyes dark ; the Throat, and under Part of the Neck, white spotted with black ; the Ears small and round ; the whole Body of a red-

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*discover a North West Passage.* 43

dish brown, darker at the Shouders and Rump, and lighter upon the Back and Sides. The Furr of the whole Body is pretty long, but not very close, the Feet, as far as the first Joint, are covered with short black Hair, but the Legs are brown and the Claws of a light Colour, the Tail is most of it brown, but towards the Tip bushy and black. This Creature in going carries his Head very low, so that his Back rises archwise; when attacked, he defends himself with great Force and Obstinacy, and it is said, will tear Traps, Ginns, and other such Inventions to pieces, in a very surprizing Manner. But to return to Capt. *Button*.

He carried with him in this Expedition, several Persons of great Skill and Capacity, such as the Master of the *Resolution*, Mr. *Nelson*, who was a very experienced Seaman, and suggested to him most of the Precautions, taken for the Preservation of his People in the Winter. Capt. *Ingram*, who commanded the *Discovery*, was also a Man of great Abilities; and so was Capt. *Gibbons*, of whom *Button* in his Journal says, that he never carried a better Seaman with him in his Life. He had also one  
Cap



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Capt. *Hawkrige* with him, who made some Notes upon the Voyage, and who having tried the Tide at *Savage-Isles*, found it came from the South East, and rose three Fathoms. From him we learn, that he had an Encounter with the Savages at *Cape Wolfenholme*, who came to attack him in two Canoes, in which there were about fourscore Persons, and who surprising his Men a-shore, when they were filling Water, killed five of them, in Revenge for his taking four of their large Canoes, of which he returned but two. He had also one *Josias Hubart*, who was his Pilot, and we shall hereafter take Notice of a singular Instance he gave of his Capacity, and of the just Notions he had of the true Way of seeking the Passage; and not to detain the Reader longer upon this Head, we shall mention but one Man more, which was *Abbacuc Prickett*, who was with Capt. *Hudson*, in the last unfortunate Voyage, when he was basely sacrificed by his mutinous Crew.

WHILE they were lying still in the Winter, Captain *Button* very judiciously devised a Method of employing the Time of the principal Persons on board him, to the

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*discover a North West Passage.* 45

Service of the Expedition, and his own Satisfaction ; which at the same Time cut off all Occasions for Murmuring or Discontent, by taking up that Space, which had it remained unemployed, their Heads might have run upon Things of a less useful Nature, and which might have created Differences and Disputes. Some he kept busy in settling the Course and Distance from Place to Place ; to others he proposed, as it seems, the following Questions, *viz.* what it was possible for them to do where they were, when the Weather became open ? and how the Discovery they were sent to make, might be best prosecuted, when they should be able to go to Sea ? to which Questions, Mr. *Hubart* before mentioned wrote the following Answer.

‘ My Answer to the first Demand, is under  
‘ your Favour, I think it not amiss to search  
‘ this River, if God give Strength to our  
‘ Men, before our Departure from it, to  
‘ have the Knowledge how far it doth ex-  
‘ tend, and that we may meet with some  
‘ Inhabitants, which may further our Ex-  
‘ pectations ; but I cannot think of any Pro-  
‘ fit to be made by it.

‘ My

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‘ MY Answer to the second Demand is,  
 ‘ to search to the Northward about this  
 ‘ Western Land, until, if it be possible,  
 ‘ that we may find the Flood coming from  
 ‘ the Westward, and to bend our Courses  
 ‘ against that Flood, following the Ebb,  
 ‘ searching that Way for the Passage. For  
 ‘ this Flood, which we have had from the  
 ‘ Eastward, I cannot be persuaded, but  
 ‘ that they are the Veins of some Headland  
 ‘ to the Northwards of the Cheeks, and by  
 ‘ the Inlets of Rivers, which let the Flood-  
 ‘ Tides into them; which Headlands being  
 ‘ found, I do assure myself, that the Tide  
 ‘ will be found to come from the West-  
 ‘ ward.

‘ HEREIN I have shewed my Opinion,  
 ‘ so far as my Judgment will afford, until  
 ‘ further Reasons induce me to the con-  
 ‘ trary.’ *Josias Hubart.*

WHOEVER is a proper Judge of these Mat-  
 ters, must allow, that this Man was perfectly  
 right, and laid down the only true and sen-  
 sible Method for discovering a Passage.  
 The River began to clear about the 21<sup>st</sup> of  
*April*, but it is certain, that he did not get  
 out to Sea, till more than two Months after,  
 and then the Extract we have of his Journal,  
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*discover a North West Passage.* 47

shews that he examined the West Side of the Bay, and gave Names to several of the Places remarkable therein, which they still bear : His own Name he left to the Bay, where he wintered, and the adjacent Country he called *New-Wales*. In the Latitude of  $60^{\circ}$ . finding a strong Race of Tide, running sometimes Eastward, and sometimes Westward, Mr. *Hubart* in his Chart set it down, by the Name of *Hubart's Hope* ; the highest he sailed to the North, seems to be  $65^{\circ}$ . and from the Observations he made there, more especially of the Tides, he came Home perfectly satisfied, that a North West Passage might be found ; and he told Mr. *Briggs*, the famous Mathematician, that he convinced King *James* of the Truth of this Opinion. But it would have been more advantageous to this Nation, if he had suffered his Journal to be published, or at least had given the World the Grounds upon which his Sentiment was built, as he lived many Years after this, became a rich Man, and a great Patron to those who set on foot the Trade to *Guinea*. It is for Want of his Journal, that we have no Account when he returned : All we know of it, is from the Report of *Pricket*, who said they met with

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no Ice, till they were in *Hudson's Straits*, and that they came Home in sixteen Days.

WE are told, the Reason Capt. *Button* did not make another Voyage for Discovery, was the Death of Prince *Henry* his Master, which happened in his Absence; but it may be presumed, that he imparted his Instructions freely to his Kinsman and great Favourite Capt. *Gibbons*, who was sent in the same Ship called the *Discovery*, upon the same Design in 1614; but he was very unfortunate, for missing the Entrance of *Hudson's-Straits*, he was driven by the Ice into a Bay in the Latitude of  $57^{\circ}$ . upon the North East Main, which was called *Gibbon's-Hole*, where he lay twenty Weeks in very great Danger, and his Ship received so much Damage, that for this Reason, and because the Season was lost, he thought proper to return.

THE same Company of Merchants, or at least some of them, not at all discouraged by these repeated Disappointments, fitted out the very next Year, which was 1615, the *Discovery*, a Vessel of Fifty-five Tons, and gave the Command of it to Capt. *Robert Bylot*, a very experienced Mariner, who had

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had been in all the three Expeditions of *Hudson, Button* and *Gibbons*, who had with him for his Pilot the famous *William Baffine*, a very able Mariner, and one well acquainted with the Northern Navigation, and the *Groenland* Fishery ; so that without doubt, very high Expectations were entertained of the Success of this Voyage. Capt. *Bylot* sailed on the 18th of *April* ; on the 6th of *May* he had sight of *Groenland*, on the East Side of Cape *Farewel*. He made the *Resolution* on the 27th of the same Month ; and on the North Side he found a good Harbour, where an East South East Moon made High Water, and the Tide flowed four Fathom. At *Savage-Islands* he met with a great many of the Natives, and traded with them ; he lays this down to be in 62°. 30'. and affirms, the Tide rose there as high as at *Resolution* ; he proceeded thence to *Mill-Island*, which he so named from the Grinding of the Ice ; it lies in the Latitude of 64°. and there the Tide came from the South East. On the 10th of *July* he saw Land lying West from him, and his Men being sent to try the Tide, affirmed it came from the North, which gave him some Hopes of a Passage ; he therefore

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called this *Cape Comfort*, in the Latitude of  $65^{\circ}$ . and in the Longitude of  $86^{\circ}$ .  $10'$ . West from *London*. But having doubled the *Cape*, and proceeded twelve or thirteen Leagues, he saw the Land trend North East by East, which put an End to his Hopes; and therefore he returned home, and anchored in *Plymouth-Sound* on the 9th of *September*, without losing a Man. It seems from this Voyage, that he was discouraged from looking farther in *Hudson's-Bay*, tho' he had been in the most improper Part, and therefore proposed to the worthy Persons, by whom he was employed, that they should undertake another Expedition thro' *Davis's-Straits*.

Capt. *Robert Bylot*, or as *Purchas* calls him, *Byleth* sailed in the *Discovery*, the same Vessel that had been now employed in five Voyages, having with him *William Baffine* as his Pilot, from *Gravesend* March 26; and on the 14th of *May* following, he entered in *Davis's-Straits*, and being in the Latitude of  $70^{\circ}$ .  $20'$ . saw a great Number of the Natives who avoided him, and even here he began to doubt of a Passage; and the Reasons in his own Words were these, because the Tides were so small, not rising above eight or nine Feet, and kept no certain Course;

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Course; but the nearest Time of High Water, on the Change Day, was at a Quarter after Nine, and the Flood come in from the South. On the 30th of the same Month he came to *Hope-Sanderson*, in the Latitude of  $72^{\circ}. 20'$ . which was the farthest North that *Davis* had sailed; and Mr. *Baffine* acknowledges, that from it's Appearance, his Predecessor might well be excused for entertaining great Hopes; the Sea being open, and the Passage wide, only the Tide held a certain Course, and rose but eight or nine Feet, which discouraged them very much. He continued his Course however, and on the first of *June* came to a little Island, where he found Canoes and Tents and two or three Women; this was in the Latitude of  $72^{\circ}. 45'$ . and he called it *Womens Island*. As the Ice was very troublesome, he thought fit to put into a Harbour till it should be in some Measure dissipated; and this accordingly he did on the 12th of *June*, in the Latitude of  $73^{\circ}. 45'$ . and trading there with the Inhabitants, who resorted to him in considerable Numbers, for Sea Skins and Unicorns Horns, called this Place *Horn-Sound*. After staying there a few Days he put to Sea again, but was very



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much troubled with the Ice ; he had fight in his Passage of many Sea Unicorns.

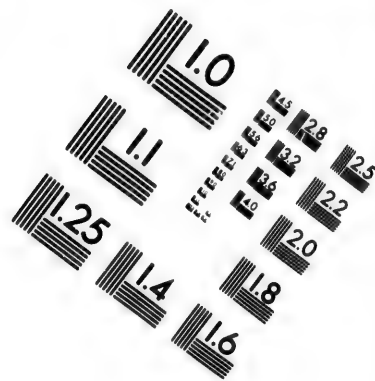
On the 1st of *July* he found himself in an open Sea, in the Latitude of  $75^{\circ}.40'$ . which again raised his Hopes. On the 3d doubled a fair Cape, in the Latitude of  $76^{\circ}.35'$ . which he called *Cape Diggs*, after Sir *Dudley Diggs*, and passing by a fine Sound, at about twelve Leagues distance, he called this *Wolstenholme-Sound*; on the 5th he was in another fine Sound, in the Latitude of  $77^{\circ}.30'$ . which from the great Number of Whales he saw there, he called *Whale-Sound*; from thence he proceeded to Sir *Thomas Smith's-Sound*, which extends beyond  $78^{\circ}$  and is at the very End of what is called *Baffin's-Bay*, which I suppose begins at *Hope Sanderjon*, and extends hither ; all the Places yet named are on the East Side, or on that Continent which *Frobisher*, or rather *Queen Elizabeth* his Mistress, named *Meta Incognita*, and which is in reality, no other than the East Coast of *Groenland*. In *Smith's-Sound* there was great abundance of Whales, and which is very remarkable, they were the largest Whales he had seen ; besides which, there was another Circumstance with regard to this Bay, worthy of Notice, and that was

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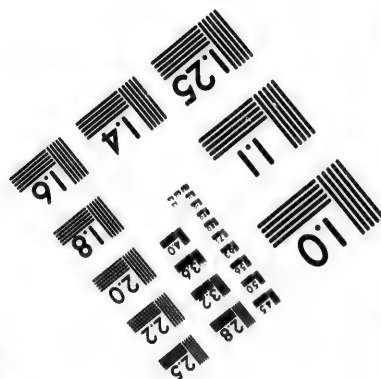
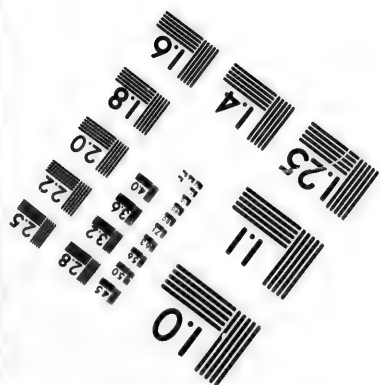
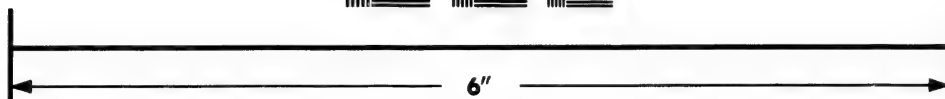
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the Variation of the Compass to  $56^{\circ}$ . or more than five Points to the Westward, which *Baffin* affirms to be the greatest Variation that had been ever observed. Standing over to the West Side, he saw some Islands, to which he gave the Name of *Cary's-Islands*. The first fair Sound he met with on that Side, he called *Alderman Jones's-Sound*; and continuing his Course, he came on the 12th to another great Sound, in the Latitude of  $74^{\circ}$ . which he called *Sir James Lancaster's-Sound*; and to keeping along the West Side of *Davis's-Straits*, till on the 27th of July he was near *Cumberland-Islands*; here despairing of any farther Discovery, and Mr. *Hubert*, another of his Company, being very sick, he bore away for the *Groenland* Coast, and putting into *Cockin-Sound*, in the Latitude of  $65^{\circ}$ .  $45'$ . his sick People recovered in a Week's Time, by giving them Scurvy-Grass boiled in their Beer; there he traded with the Natives, and observed that they had a wonderful fine Salmon Fishery; the High Water here at Seven o'Clock at the Full and Change; and the Water rose above eighteen Feet; on the 30th of August he arrived in *Dover-Road*.





A resolution test chart featuring various patterns of horizontal and vertical lines of increasing frequency. Each pattern is accompanied by a numerical value indicating its resolution. The values include 1.0, 1.1, 1.25, 1.4, 1.6, 1.8, 2.0, 2.2, 2.5, 2.8, 3.2, 3.6, 4.0, 4.5, 5.0, 5.6, 6.3, 7.1, 8.0, 9.0, 10, 11.2, 12.5, 14, 16, 18, 20, 22.5, 25, 28, 32, 36, 40, 45, 50, 56, 63, 71, 80, 90, 100, 112, 125, 140, 160, 180, 200, 225, 250, 280, 320, 360, 400, 450, 500, 560, 630, 710, 800, 900, 1000, 1120, 1250, 1400, 1600, 1800, 2000, 2250, 2500, 2800, 3200, 3600, 4000, 4500, 5000, 5600, 6300, 7100, 8000, 9000, 10000, 11200, 12500, 14000, 16000, 18000, 20000, 22500, 25000, 28000, 32000, 36000, 40000, 45000, 50000, 56000, 63000, 71000, 80000, 90000, 100000, 112000, 125000, 140000, 160000, 180000, 200000, 225000, 250000, 280000, 320000, 360000, 400000, 450000, 500000, 560000, 630000, 710000, 800000, 900000, 1000000, 1120000, 1250000, 1400000, 1600000, 1800000, 2000000, 2250000, 2500000, 2800000, 3200000, 3600000, 4000000, 4500000, 5000000, 5600000, 6300000, 7100000, 8000000, 9000000, 10000000, 11200000, 12500000, 14000000, 16000000, 18000000, 20000000, 22500000, 25000000, 28000000, 32000000, 36000000, 40000000, 45000000, 50000000, 56000000, 63000000, 71000000, 80000000, 90000000, 100000000, 112000000, 125000000, 140000000, 160000000, 180000000, 200000000, 225000000, 250000000, 280000000, 320000000, 360000000, 400000000, 450000000, 500000000, 560000000, 630000000, 710000000, 800000000, 900000000, 1000000000, 1120000000, 1250000000, 1400000000, 1600000000, 1800000000, 2000000000, 2250000000, 2500000000, 2800000000, 3200000000, 3600000000, 4000000000, 4500000000, 5000000000, 5600000000, 6300000000, 7100000000, 8000000000, 9000000000, 10000000000, 11200000000, 12500000000, 14000000000, 16000000000, 18000000000, 20000000000, 22500000000, 25000000000, 28000000000, 32000000000, 36000000000, 40000000000, 45000000000, 50000000000, 56000000000, 63000000000, 71000000000, 80000000000, 90000000000, 100000000000, 112000000000, 125000000000, 140000000000, 160000000000, 180000000000, 200000000000, 225000000000, 250000000000, 280000000000, 320000000000, 360000000000, 400000000000, 450000000000, 500000000000, 560000000000, 630000000000, 710000000000, 800000000000, 900000000000, 1000000000000, 1120000000000, 1250000000000, 1400000000000, 1600000000000, 1800000000000, 2000000000000, 2250000000000, 2500000000000, 2800000000000, 3200000000000, 3600000000000, 4000000000000, 4500000000000, 5000000000000, 5600000000000, 6300000000000, 7100000000000, 8000000000000, 9000000000000, 10000000000000, 11200000000000, 12500000000000, 14000000000000, 16000000000000, 18000000000000, 20000000000000, 22500000000000, 25000000000000, 28000000000000, 32000000000000, 36000000000000, 40000000000000, 45000000000000, 50000000000000, 56000000000000, 63000000000000, 71000000000000, 80000000000000, 90000000000000, 100000000000000, 112000000000000, 125000000000000, 140000000000000, 160000000000000, 180000000000000, 200000000000000, 225000000000000, 250000000000000, 280000000000000, 320000000000000, 360000000000000, 400000000000000, 450000000000000, 500000000000000, 560000000000000, 630000000000000, 710000000000000, 800000000000000, 900000000000000, 1000000000000000, 1120000000000000, 1250000000000000, 1400000000000000, 1600000000000000, 1800000000000000, 2000000000000000, 2250000000000000, 2500000000000000, 2800000000000000, 3200000000000000, 3600000000000000, 4000000000000000, 4500000000000000, 5000000000000000, 5600000000000000, 6300000000000000, 7100000000000000, 8000000000000000, 9000000000000000, 10000000000000000, 11200000000000000, 12500000000000000, 14000000000000000, 16000000000000000, 18000000000000000, 20000000000000000, 22500000000000000, 25000000000000000, 28000000000000000, 32000000000000000, 36000000000000000, 40000000000000000, 45000000000000000, 50000000000000000, 56000000000000000, 63000000000000000, 71000000000000000, 80000000000000000, 90000000000000000, 100000000000000000, 112000000000000000, 125000000000000000, 140000000000000000, 160000000000000000, 180000000000000000, 200000000000000000, 225000000000000000, 250000000000000000, 280000000000000000, 320000000000000000, 360000000000000000, 400000000000000000,



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ON his return from this Voyage, he wrote a long, and a very sensible Letter to Sir *John Wolstenholme*; in which he gives him a plain and fair Relation of his Voyage, and of the clear Discovery he had made; that nothing was to be expected, with regard to a Passage in *Davis's-Straits*; but for Salmon, Morse and Whale-Fishing, there could not be a more commodious Place found, which Experience has justified; for the *Dutch* have established an annual Whale-Fishery here, of a very great Value. But it seems the Hearts of these Gentlemen were set upon a Passage, and if that was not found they minded nothing else; so that after these five Voyages, in all of which *Bylot* was, they gave over their Design, which lay dormant for about twenty Years after. *William Baffine* was still persuaded that a Passage there must be, tho' fully convinced that in *Davis's-Straits* it could not be; and of this Sentiment he declared himself a little before his Death, which happened in the *East-Indies*, by a Wound he received at the taking of *Ormuz*; and very desirous he was of making a Tryal to find this Passage, from that Part of the World, in which he hoped to have succeeded better. It was chiefly from this great Seaman,

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man, that Mr. *Briggs* the Mathematician derived his best Lights, with respect to a North West Passage; for which he was a great Advocate. It is true he consulted Sir *Thomas Button*; but as he tells us himself, abating strong Assurances, fair Words, and fine Promises, he received little or no Information from him, except with regard to the Tides, and from them alone he concluded the Certainty of a Passage; and that the most probable Means of finding it, was closely to examine the Coasts about *Hudson's-Bay*; and upon this Subject he penned a pretty large Discourse; the Heads of which, and those very imperfectly taken, are to be met with in *Purchas* and in *Fox*; but the whole of his Work with his Chart, was never published; which may be justly esteemed a Loss, and a very great one, both to that Age and to this.

We come now to Capt. *Luke Fox*, a Man bred from his Youth to the Sea, and who for Twenty-five Years, before he undertook this Voyage, had meditated something of the kind, having then had an Inclination to have gone Mate with Mr. *John Knight*, who was famous for his Skill in the Navigation of the North Seas; but notwithstanding he

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was then disappointed, he remained a careful and diligent Enquirer into things of this Nature, conversed with *Baffine, Pricket*, and others who had been employed on the Discovery, and collected with great Industry all the Journals and Histories of such Voyages as he could meet with. His Love to this kind of Knowledge, brought him to an Acquaintance with Mr. *Henry Briggs* before-mentioned, who offered him his Assistance for procuring one of the King's Ships, in order to make a Voyage in search of the North West Passage. Accordingly in 1629 or 1630, with the Advice and Assistance of Sir *John Brooke*, a Petition was presented to King *Charles I.* for that Purpose, which was graciously accepted and granted; but the Season of the Year being elapsed, before the Design could be brought to bear, they were obliged to put it off to the next Year, and in the mean time Mr. *Briggs* died.

IN this Space, the Merchants of *Bristol*, at the Request of Capt. *James*, formed a Scheme of the like Nature, and were desirous to come to an Agreement with the Merchants of *London*, who were to be at the Expence of Capt. *Fox's* Expedition, that they should have an equal Share in Honour



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nour and Profit, which ever Ship proved so fortunate as to find the Passage, and this was readily yielded to by the *London* Traders. Sir *Thomas Roe*, a very worthy as well as a very wise Man, and a Person of great Public Spirit, returning at this Time from his Embassy in *Sweden*, Capt. *Fox* was introduced to him, and honoured with his Protection, as well as that of Sir *John Wolstenholme* the elder, who had been for so many Years a constant Friend to, and Encourager of this Discovery; and his Son Mr. *John Wolstenholme*, afterwards Sir *John Wolstenholme*, was appointed Treasurer; and Capt. *Fox* having been introduced to the King, and having received a Chart, in which all the former Discoveries were marked, his Majesty's Instructions, and a Letter to the Emperor of *Japan*, prepared for his Voyage at the Beginning of *May*, 1631.

THE Vessel he sailed in was a Pinnace of the King's, called the *Charles*, of the Burthen of twenty Tons, with twenty Men and two Boys, victualled for eighteen Months, and compleatly equipped in every Respect. On the 8th of *May*, he sailed from *Yarmouth-Roads*; and on the 13th of *June*, was in Latitude 58°. 30'. On the

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22d of the same Month, he entered *Hudson's-Straits*, and after passing by *Cary-Swan's-Nest*, the first Land he saw was in the Latitude of  $64^{\circ}. 1'$ . the same that Sir *Thomas Button*, called *Ne Ultra*, but to which he gave the Name of Sir *Thomas Roe's-Welcome*, which, I think, it has ever since retained; he says, it was an Island with high broken Land. He had fine clear Weather, an open Sea, free from Ice, no Snow on the Land, but a bold ragged Coast, like Headlands upon the Ocean, with Tangle and Rock-Weed, and great Plenty of Fish. The Tide rose here four Fathom, whereas his Men who tried the Tide at *Cary-Swan's-Nest*, found it to rise only six Feet. Sailing from thence South West in the Latitude of  $63^{\circ}. 37'$ . he saw another Headland to the Southward of him, with small Islands and broken Land upon the Main; and here also he saw many Fish and Seals and one Black Whale; sailing still Southward, he came to an Island in  $63^{\circ}$ . to which he gave the Name of *Brook-Cobham* in Honour of his Patron Sir *John Brooke*; and on the 30th of *July*, he saw another little Island about twelve Leagues from *Brook-Cobham*, to which he gave the Name

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of *Dun-Fox's-Island*: And here, he says, the Tide came from the North East, and flowed about twelve Feet Water. In the Latitude of  $62^{\circ}.5'$ . he fell in with some small Islands, to which he gave the Name of *Briggs's Mathematicks*: And here observed, that a North Wind kept up the Tide. He sets it down in his Journal on the 3d of *August*, that the further he went from *Sir Thomas Roe's-Welcome*, it flowed less Water, and the Tide was less perceptible, and the same Observation he repeats more than once. He tried the Tide at *Port-Nelson*, and found it flow nine Feet. On the 29th of *August*, he met with Capt. *James*, went on board him, and was well entertained, but left him on the last of that Month; the Result of his whole Discovery was, that from the flowing of the Tide and the Whales, it was most likely the Passage should be in *Sir Thomas Roe's-Welcome* or the *Ne Ultra*, as *Sir Thomas Button* named it. In the Beginning of *October* he repassed *Hudson's-Straits*; and on the last of that Month arrived safely in the *Downs*.

He published his Voyage on his Return, which he dedicated to the King, and both  
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in the Dedication, and at the Conclusion, he lays it down as a thing certain, that the High Tides he met with in the *Welcome*, could not possibly come through *Hudson's Straits*, but must be propagated from a Western Ocean, or that which is commonly called the *South Sea*, and he very clearly and very judiciously traces these two Tides. He shews, that the Tide coming through *Hudson's Straits*, flows at the Entrance of them, that is, at *Resolution*, five Fathoms right up and down: He observes, that Mr. *Hudson* had found the Tides at the Isle of *God's-Mercy* to flow somewhat above four Fathoms, that at *Mill-Island* it flows somewhat less than four Fathoms. Again, from *Sea-Horse-Point* to *Cary-Swan's-Nest* it flows but six Feet. But in the Latitude of  $64^{\circ}. 10'$ . he found the Tide setting from the North and flowing above twenty Feet in the dead Neap; and coasting along this West-side, he found it flowing less and less, till at *Port-Nelson* it came to nine Feet; he therefore observes, that considering the distance, which is upwards of two hundred and fifty Leagues, and the Tide meeting so many Rubs and Checks by the way, amongst Islands and

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*discover a North West Passage.* 61

Shoals, it is inconceivable how such a vast Quantity of Water should be recalled and repaired every twelve Hours, if it were not fed and supplied from some great and vast Ocean. It might be both instructive and entertaining, if we should insist farther upon this Gentleman's Remarks, deduced not only from his Knowledge, as a Seaman, but from his own Experience in this Voyage; and comparing his Observations with those that had been made by his Predecessors; but as all this Matter will be more properly considered in the Conclusion, where we shall have also later Facts to build upon, it is better to refer it thither, and to avoid fatiguing the Reader with needless Repetitions. Only this it may be proper to remark, that Capt. Fox, not only continued firm in his Opinion, that there was a Passage, but was very clear also, as to the Place in which it was to be looked for, and very positive, that it would be found large and open, and in a temperate Climate, which he grounded upon his own Experience, that the farther he sailed Northward in *Hudson's-Bay*, the warmer he found the Weather, and the more free from Ice.

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WE have already mentioned Capt. *James* of *Bristol*, who sailed in the same Month, as well as the same Year with Capt. *Luke Fox*, and on the same Design. He was certainly a Man of Abilities, and very expert in Calculations, but he does not seem to have been so well acquainted with the Voyages that had been made to the North, as he ought to have been, to entitle him to a Command of this Nature; for if he had, he would not have advanced many Things that we find in his Account; and more especially, in the Close of it. He entered *Hudson's Straits* about the middle of *June*, and found himself excessively embarrassed with Ice; of which he gives very long and dismal Accounts; that in all Probability are strictly true; but this was owing to his spending so much Time in the Bottom of the Bay, where, notwithstanding his Conference with Capt. *Fox*, he resolved to winter. It seems he was very sensible, that much was expected from him at his Return; and it is visible enough, that there was a great Emulation between him and *Fox*, which might very probably induce him to stay, in order to push his Discoveries, as far as it was possible, in the Spring.

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*discover a North West Passage.* 63

HOWEVER that might be, thus much is certain, that the Place he made choice of for that Purpose was *Charlton-Island*, in the Latitude of  $52^{\circ}$ . and here he was obliged to take Shelter in the Beginning of the Month of *October*, about which Time it began to snow and freeze excessively, yet the Sea was not frozen close to the Island, until the Middle of *December*. The Cold was very intense, until the Middle of *April*, unto those who had no Place to reside in, but a Tent covered with the Sails, and such Branches of small Spruce as that Island afforded; and consequently, in such a Situation, they endured great Hardships in so long a Winter, surrounded by a Sea all covered with Ice, for a long time after it was dissolved upon the Lands adjoining to the Bay. The 29th of *April* it rained all Day. The 3d of *May*, the Snow was melted in many Places of the Island. The 13th, the Weather was very warm in the Day-time, but there was still Frost in the Night. The 24th, the Ice was consumed along the Shore, and cracked all over the Bay, and began to float by the Ship. The 30th, the Water was clear of Ice, betwixt the Shore and the Ship, and some Vetches

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appeared. The 15th of *June*, the Sea was still frozen over, and the Bay full of Ice. The 16th was very hot with Thunder. The 19th they saw some open Sea; and by the 20th all the Ice was drove to the Northward. This Island was a dry Land covered with a white Moss, and small Shrubs and Bushes, no Trees but Spruce and Juniper, the longest a Foot and a half over. The Sea to the Northward was full of floating Ice, until the 22d of *July*. In the long Account which Capt. *James* has given us of his Wintering, there is such a Detail of Miseries and Hardships, as might have been sufficient to have deterred any from venturing again into this Bay; and no doubt, it was a principal Reason, that all Thoughts of prosecuting a Design of this Nature, were, after the publishing his Voyage, laid aside for upwards of thirty Years.

AFTER he left *Charlton-Island*, he sailed North West, and examined that Side of the Coast, as high as *Marble-Island*, and then stood over to the opposite Main, and sailed as high as *Nottingham-Island*; but the Month of *August* being now pretty far spent, and himself fully persuaded that no Passage was to be found, but to the Northward of

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*discover a North West Passage.*

56°. he consented, on the unanimous Desire of his Ship's Company, to bear up the Helm, and to return home. He had a tolerable Passage through *Hudson's Straits*, notwithstanding which it was the 22d of *October* before he reached the Port of *Bristol*. He published a large Account of his Voyage, in which there are abundance of curious Things, that recommended it highly to that great Philosopher Mr. *Boyle*; as on the other Hand, the Use that he has made of it, and the Character that he has given it, has reflected no small Credit on the Work. It may however be doubted, whether the Difficulties Capt. *James* met with, or the Dangers he run through, did not warp his Judgment, since from being a warm Advocate for a North West Passage, he came to write as positively against it, and to assert in plain Terms, that either there was no Passage, or if there was, it must be so situated, as not to be worth finding.

THE Arguments he offers in Support of his Sentiment, as to there being no Passage, are three, or as he states them four; but the last seems to be a Deduction from the rest, rather than any new Reason; we will give a short Account of them all, because, when

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considered and compared with what has been discovered since, they are perhaps as strong Arguments for a Passage, as any that can be offered. First, then, he says, *there is a constant Tide Flood and Ebb setting into Hudson's-Straits, the Flood still coming from the Eastward, which, as it proceeds correspondent to the distance, it alters the Time of full Sea. This also entering into Bays and broken Ground, becomes disturbed and oversets with half Tides.* The Facts here laid down are allowed to be very true, and the inference he draws from them is very just, but it happens to make nothing at all for his Purpose notwithstanding. He never examined the Tide at Sir *Thomas Roe's-Welcome*, for if he had, he must have been convinced, for the very Reasons here laid down, that it did not come from the *Atlantic Ocean*, and consequently that there must be a Passage. *Fox*, who visited this Bay the very same Year, who tried the Tides where Capt. *James* did, but tried also the Tide in the *Welcome*, concluded very justly, that the latter could not spring from the same Ocean with the former, and thus we see clearly and plainly why these two able Seamen were of directly opposite Opinions, and yet both of them

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*discover a North West Passage. 67*

them in the right, so far as their Experience went ; for it is very certain, that Capt. *James* saw nothing in this respect that could induce him to conclude there was a Passage ; and it is no less certain, that Capt. *Fox*, from the Lights he had, might very fairly infer, there must be a Passage. The only thing in which Capt. *James* was blameable was, his asserting, that no Passage could be found to the South of  $66^{\circ}$ . notwithstanding that there was a great Part of the Coast of *Hudson's-Bay* within that Latitude, which he never examined. But let us now come to his second Reason.

HERE are, says he, *no small Fish, such as Cod, &c. and very few great ones, which are very rarely seen ; nor are there any Bones of Whales, Sea-Horses, or other great Fish to be found on the Shore, nor any Drift-Wood.* To this the same Answer may be given as to the former ; the Facts are very true ; and the Conclusion is very just ; but then, it is only with regard to that Part of the Bay which he examined ; and if the Conclusion be just, it is a certain Proof, that if he had met with the contrary of all these, he would undoubtedly have made a contrary Conclusion. Capt. *Fox*, in the Neighbour-

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hood of Sir *Thomas Roe's-Welcome*, met both with small Fish and large, of which he gives us a particular Account, and especially with regard to Whales ; for it seems at *Brook-Cobham* his Men saw no less than forty at one Time. It might indeed have been matter of Dispute in those Days, when these two Journals were published, and very probably it was ; which was most to be depended upon, in regard to Veracity ; but there can be none in ours, when from repeated Voyages these Parts are well known ; and in consequence thereof, it is a thing out of Question, that all Sorts of Fish, but more especially the larger Sorts, such as Sea-Unicorns and Whales, are found in great Numbers in these Northern Parts ; consequently Capt. *James's* Reason, not only ceases with respect to those Parts of the Bay where a Passage has been lately sought, but the very contrary Reason takes place ; since, if a Passage was despaired of from the want of these Signs, it ought surely to be hoped for, wherever those Signs appear.

His third Reason is this, *We find the Ice*, says he, *in the Latitude 65°. 30'. to be lying all over the Sea in Rands, and I am most certain, that the Skoals and shoal Bays are*  
*the*

*discover a North West Passage. 69*

*the Mother of it. Had there been any Ocean beyond it would have been broke all to Pieces, for we found it coming through the Straits into the Sea to the Eastward. To which he adds, and calls it a fourth Reason, That the Ice seeks its way to the Eastward, and so drives out at Hudson's-Straits. It is very evident from thence, that in his Judgment, the more Northern Parts of the Bay must be entirely choaked and filled up with Ice; whereas, it very clearly appears from what Fox says, that there was less Ice to the North; and in the following Sheets it will be shewn, that there is very little Ice; but on the contrary, the Ice in the Southern Parts of the Bay is broken to Pieces, and driven out by that great body of Water that comes from the North; and therefore upon his own Principle, this is a direct and convincing Proof, that there must be a Communication with another Ocean. As to his additional Argument, which he particularly mentions, as depending upon his own Observation, we may add to it, that a great deal of Ice is carried into Hudson's-Bay through the Straits by the Flood, and very naturally comes out again with the Ebb, as well as the rest of the Ice that is bred in the Bay, from the Causes*

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that himself has assigned. On the whole, therefore, Whatever weight Capt. *James's* Authority might have in former Times, when there might be a Doubt, whether he or *Fox* spoke truth, it can have no manner of Weight now, when the Facts, upon which his Reasonings are grounded, have been, with respect to the Northern Bay, totally overthrown by incontestable Experience.

It has been already observed, that after *Fox* and *James* all Thoughts of a North West Passage were laid aside here; but as at this Time, or soon after, the principal Persons in our Colony of *New England* began to undertake Expeditions, for Discovery and Improvement of their Fishery and Commerce; it is not to be wondered, if they in their Turns, considering the great Advantages that might result from finding a North West Passage, and their own favourable Situation, should make an Attempt of that kind. In this one may safely say, there is nothing absurd or unreasonable; and therefore in the Abstract we have of Admiral *De Fonte's* Voyage, what is said of Capt. *Shapley's* being taken in a Ship from *Boston*, carries in it nothing very incredible. Mr. *Dobbs*, in his Remarks upon that Account, takes

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takes notice of the Probability that this *Boston* Ship might have passed through some of the Openings near *Whale-Cove*, an Inlet in *Hudson's-Bay*; and perhaps that ingenious Gentleman would have thought it a kind of Confirmation of the Guess he has made, if he had recollected that this Inlet is situated precisely in that Latitude, which Capt. *Lancaster* set down for the Entrance of the North West Passage, as has been before related in Page 23, and to the Knowledge of which he came in the *East-Indies*.

BUT tho' the singular Concurrence of these two Circumstances, may very well justify this short Digression, in reference to the Attempts from *New England*, which may possibly procure us some other Lights upon that Head; yet there is something relating to this Subject, which may possibly appear still more extraordinary; in as much as it will shew that it is not at all impossible, that either to this, or some other Expedition, undertaken from *Boston*, the present *Hudson's-Bay* Company owe that Discovery which produced their Charter, and put them into Possession of those Places in that Bay, in which they have Settlements at present, Mr. *Jeremie*, who was Governor at *Port-*



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*Nelson*, while it was in the Hands of the *French*, and who, without doubt, had better Opportunities of knowing the Matters of which he writes, than most other People, gives us this Account of the Matter. He says, that one Mr. *de Groiselleiz*, an Inhabitant of *Canada*, a bold and enterprizing Man, and one who had travelled much in those Parts, pushed his Discoveries at length so far, that he reached the Coasts of *Hudson's-Bay* from the *French* Settlements by Land. Upon his Return, he prevailed upon some of his Countrymen at *Quebeck*, to fit out a Bark for perfecting this Discovery by Sea; which being done, and he landing upon the Coast, where he apprehended no *European* had been before, was amazed in the very Depth of Winter, to hear that some of his Company had discovered an *English* Settlement, as they were pleased to call it, near *Port Nelson*. He went thither with a Design to attack it; but at his Arrival found it a poor miserable Cottage covered with Turf, in which were half a Dozen half starved Wretches, without Arms, and without Strength to use them if they had had any. These People told him, that they were Part of a Ship's Crew from *Boston*, that they

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they were set on Shore to look for a Place, where the Ship to which they belonged, might Winter; and that the next Morning the Ice drove the Ship out of the Port, which they never saw more. As we have no Date to this Relation, it is impossible to say, whether it was that Ship from *Boston*, mentioned in *de Fonte's* Account or not; but if it was, and the Crew perished, as very probably they might in this inhospitable Country; it affords a clear and easy Solution of that, otherwise unanswerable Difficulty, as to Capt. *Shapley's* making such a Voyage, and so considerable a Discovery, without its coming to be known, either in *New England*, or in *Old*. But if we should be wrong in this Conjecture, it would still remain an incontestable Proof, that some Attempts were made from *Boston*, when they were laid aside and forgot at *London* and *Bristol*. This Digression has not led us far out of our Way, as will presently appear.

When Mr. *de Groiseleiz* had sufficiently examined the Country, he left his Nephew *Chouart* with five Men at *Port-Nelson* River, and with his Brother-in-law Mr. *Rattifson*, and eight more returned to *Quebeck*,  
where

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where he had some Difference with those who employed him ; which at length rose so high, that thinking himself extremely injured, he sent over Mr. *Rattiffon* to *France*, in order to give the Court an Account of the Services he had done, and the ill Usage he had met with. But it seems the Complaints he made were as ill heard in *France* as in *Canada* ; and the Advantages which he insisted upon might be deduced from this Discovery, were, from want of being understood, treated as visionary and chimerical. Mr. *de Groiselleiz*, not at all discouraged by the Accounts he received from his Brother-in-law, and at the same Time desirous of making his Fortune, by what he was very sensible deserved one, embarked himself for *France*, and laid before the Ministers, in the clearest Manner possible, the Consequences of his Discovery ; and what they were, will be hereafter seen ; but tho' he was a very capable Man, and no doubt told his Tale well, it however gained no more Credit than *Rattiffon's* Applications had done. It happened that Mr. *Montague*, afterwards Duke of *Montague*, and Father of the noble Person who bears that Title at present, was then our Minister in *France*, and hearing some dark Account of *Groiselleiz's*

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leiz's Proposals, he sent for him to explain them, which he did in such a Manner, as entirely satisfied that judicious and inquisitive Person, who immediately sent him and his Brother over to *England*, with a Recommendation to Prince *Rupert*, then the great Patron of all Enterprizes of this Sort, and who was an excellent Judge both of Men and Things.

ON the Arrival of Mr. *de Groiseleiz* in *England*, and his laying before his Highness what he thought it was in his power to do, he received all the Encouragement that he could reasonably expect; and a Resolution was immediately taken, to fit up one of the King's Ships, to carry him to *Hudson's-Bay*, and to make Trial there of his Power, to fulfil the great Things he promised. It falls out very luckily, that we have an authentick Memorial, written at the very Time of what was expected from it; which is contained in a Letter from Mr. *Oldenburgh*, the first Secretary to the *Royal Society*, to the celebrated Mr. *Boyle*, which the Reader will be pleased to see in his own Words. 'Surely 'I need not tell you from hence what is 'said here with great Joy, of the Discovery 'of a North West Passage, made by two  
I 'English

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' *English* and one *Frenchman* were repre-  
 ' sented by them to his Majesty at *Oxford*,  
 ' and answered by a Royal Grant of a Vessel  
 ' to sail into *Hudson's-Bay*, and thence into  
 ' the *South-Sea*; these Men affirming, as I  
 ' heard, that with a Boat they went out of  
 ' a Lake in *Canada* into a River, which  
 ' discharged itself North West into the  
 ' *South-Sea*, into which they went and re-  
 ' turned North East into *Hudson's-Bay*.  
 Upon these Hopes Capt. *Zachariah Gillam*  
 in the *Nonsuch Ketch* with the *Frenchmen*  
 on board were sent upon this Discovery; he  
 is said to have sailed to the Height of  $75^{\circ}$ .  
 in *Baffins's-Bay*, and to have returned from  
 hence into *Hudson's-Bay*, where he winter-  
 ed in 1668, getting into *Rupert's-River* the  
 29th of *September*, where he came to an  
 Anchor in two Fathoms and a half Water,  
 the River being a Mile broad. The 9th of  
*December* they were frozen up in the River,  
 and went upon the Ice to a small Island full  
 of Poplars; all the other Trees were Spruce.  
 In *April* 1669, the Cold was almost over,  
 and the *Indians* came down to them.  
 They saw no Grain there but many Goose-  
 berries, Strawberries, and Dewotter Berries.  
 The *Indians* about that River are simpler  
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than those of *Canada*. The *Nodways* or *Eskimaux Indians* near *Hudson's Straits* are wild and barbarous. Here, and at this Time, the first *English* Settlement was made by building a little Stone Fortrefs, to which Capt. *Gillam* gave the Title of *Fort-Charles*. Upon this the Undertakers were erected into a Company by a Charter, dated *May 2, 1669*.

IN the Preamble of this Charter, it is recited, ' That whereas our dear intirely  
' beloved Cousin Prince *Rupert, &c.* have  
' at their own great Cost and Charges under-  
' taken an Expedition for *Hudson's-Bay* in  
' the North West Parts of *America* for  
' the Discovery of a new Passage into the  
' *South-Sea*, and for the finding of some  
' Trade for Furs, Minerals, and other con-  
' siderable Commodities; and by such their  
' Undertaking have already made such Dis-  
' coveries, as do encourage them to proceed  
' farther in pursuance of their said Design,  
' by means whereof there may probably  
' arise great Advantage to us and our King-  
' doms.' At the Request therefore of these  
Undertakers, and for the better promoting  
their Endeavours for the public Good of  
his People, the King granted them the Trade  
and



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and Territories in *Hudson's-Bay*, and all other Trade which they should acquire exclusively ; and thus, and to these Ends, was the *Hudson's-Bay* Company erected.

ONE would have imagined, that after this considerable Settlements suitable to the Design of the Charter should have been made, and *Rupert's Land*, for so his Majesty directs the new Plantation to be called, should by this Time have become none of the least considerable Colonies in *America* ; at all Events, one would have imagined, that the great and capital Point of discovering a North West Passage would have been always kept in View, for the Scope of the Charter is plainly to vest this exclusive Trade, and the new discovered Countries in them, for the public Benefit of the People of these Kingdoms ; but it so happens, that we have very few Accounts of any Attempts made for Discovery, either by Land or Sea. There was indeed about 1719, that is near thirty Years ago, one Capt. *Barlow* sent to look for a Passage, but what became him, is very uncertain, since neither he nor any of his People have been heard of since, only a Report prevails among the *English* settled in the Companies Factories, that this Ship was  
lost



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lost, and himself and his Crew destroyed by the Inhabitants of the Country in the Latitude of  $63^{\circ}$ . and to confirm this, it is also said, that some Pieces of the Wreck have been since found in those Parts. This may be true, and very probably, the unhappy Fate of this Gentleman, and those who failed under his Command, may have been urged to discourage such enterprizing Spirits, as were inclinable to undertake these hazardous Expeditions, instead of attending to safer Employments in the Company's Service.

By this Disposition of Things *Hudson's-Bay* and the Country adjacent belong entirely to a small Body of Men, and whatever trading Spirit there might be in the Nation, it could not as formerly excite any Attempts for Discovery, which is the plain Reason that all Thoughts of a North West Passage lay for fifty Years together buried and undisturbed, notwithstanding a Provision was actually made, or at least intended to be made, for the constant Prosecution of it, till it should be effected. We have mentioned *Barlow* and his unhappy Fate; and the Person next employed was Capt. *Scroggs*, of whom all that we know is what follows. Neither can we say where that would have  
been

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been found, if it had not been published by Mr. *Dobbs*; for though the old Expeditions were undertaken at the Expence of Companies, yet, except Sir *Thomas Button's*, the Journals of them were generally speaking published, that Posterity might know what had been done, and how far the Discovery was advanced. But of late Years this Method has been discontinued; and as we before observed, if Mr. *Dobbs* had not published an Extract of *Scroggs's* Expedition in his own Defence, the World would have known very little of it, nay perhaps in fifty Years Time no Trace or Memorial might have been left, that any such Voyage had been made. His Account of it then is this.

MR. *Scroggs* sailed from *Churchill-River* on the 22d of *June*, 1722. In Latitude 62°. he traded with the Natives for Whale-Fin and Sea-Horse Teeth. On the 9th of *July* he was drove in hazy thick Weather to Latitude 64°. 56'. where he anchored in twelve Fathoms. When it cleared up, he found himself within three Leagues of the North Shore. The Headland, which bore East North East from him, he called *Whalebone-Point*. He saw at the same Time several Islands bearing from South West by West  
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to South West by South, which Variation  
allowed was from South West by South to  
South South West. He saw Land South up  
to the West; the *Welcome* was very high  
Land, as high as any in *Hudson's Straits*.  
The Southermost Island he called *Cape Ful-*  
*lerton*. Here he saw many black Whales,  
and some white. He sent his Boat on Shore;  
they saw many Deer, Geese, Ducks, &c.  
He said it flowed there five Fathoms upon  
his Lead-Line; he having but seven Fa-  
thom at Low Water, and twelve at High-  
Water. He had two Northern *Indians* with  
him who had wintered at *Churchill*, and  
told him of a rich Copper Mine, somewhere  
in that Country, upon the Shore near the  
Surface of the Earth; and they could direct  
the Sloop so near it, as to lay her Side to it,  
and so be soon loaden with it: They had  
brought some Pieces of Copper from it to  
*Churchill*, that made it evident there was a  
Mine thereabouts. They had sketched out  
the Country with Charcoal upon a Skin of  
Parchment, before they left *Churchill*; and  
so far as they went, it agreed very well. One  
of the *Indians* desired him to leave him, say-  
ing, he was within three or four Days  
Journey of his own Country, but he would

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not let him go. He said he was up in the Cod of the Bay, and that there was a Bar there; but his Men said he was ten Leagues from what he called a Bar. He sailed out South East; and on the 15th crossed the *Welcome* in Latitude  $64^{\circ}. 15'$ . In Latitude  $64^{\circ}. 8'$  he saw again many Whales, but saw no Ice, when he was there. The Land from *Whalebone-Point* fell off to the Southward of the West, and the Men who went a-shore said, they saw nothing to prevent their going farther. They had Soundings there from forty to seventy Fathoms. Capt. *Norton*, late Governor of *Churchill*, was with him, and confirmed this Account, and that the Tide rose five Fathoms; and said, that he was on Shore on the Top of a Mountain, and saw the Land fell away to the Southward of the West, and nothing to prevent their going further.

WE are now come very near that Expedition for the Discovery of a North West Passage, which, though it failed of Success, and proved only the Cause of much Dispute, between the Gentleman by whose Endeavours it was set on foot, and the Person who conducted it, yet was productive in its Consequences of an Act of Parliament, which

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will never fail to keep alive the Hopes of finding the North West Passage, until it shall be found. It appears from different Passages in his Book, that *Arthur Dobbs*, Esq; first applied himself to the *Hudson's-Bay Company*; and upon his Request it seems, two Vessels were sent upon the Discovery; and these it seems, went no higher than the Latitude of  $62^{\circ} 15'$ . and returned without seeing any thing worthy of notice, except a great many Islands, abundance of black Whales, but no very great Tides, the highest about two Fathoms, the Flood coming from the Northward. This was some time in the Year 1737, when Mr. *Dobbs* had a close Correspondence with Capt. *Middleton*, who in several Letters, Extracts of which are printed, furnished him with a Variety of Facts, that seem conclusive, with respect to a Passage, such as, that of a North and North West Wind made the Neap Tides higher than the Spring Tides, with a Southerly or Westerly Wind at *Churchill* or *Albany*; that there is little or no Tide between *Mansfield-Island* and *Cary-Swan's-Nest*; that there is absolutely no Tide to the North and North East of *Mill-Isles*; that consequently the high Tide before-

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mentioned,

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mentioned must come from the *Welcome* ; that for this Reason the *Welcome* cannot be far from the Ocean ; that what Mr *John Scroggs* saw in the Latitude of  $64^{\circ}. 50'$  both with regard to Whales and in respect to the Tides confirmed this ; that the *Indians* who went with Mr. *Scroggs* owned to him (Capt. *Middleton*) that when they were eight or ten Miles from *Whalebone-Point*, which bore East North East of them, they saw an open Sea, and the Land trenched to the Southward of the West, which they asserted to *Scroggs's* Face, when on board Capt. *Middleton's* Ship at *Churchill*, though while under *Scroggs's* Command, they dissembled it, and said what he pleased to have them. Besides this, *Lovegrove*, who lived at the Factory at *Churchill*, and had been often at *Whale-Cove* in Latitude of  $62^{\circ}. 30'$ . affirmed all the Coast there was broken Land and Islands ; and that going upon one of these Islands, he saw an open Sea to the Westward. One *Wilson* sent by the Company to trade at *Whale-Cove* with the Natives for Fins, declared at *Churchill*, that having had the Curiosity to pass in through those Islands near the *Whale-Cove*, he found the Opening enlarge itself South West ; and at  
last



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last it became so wide, that he could not see Land on either Side. These Facts being well known, and all the Informations Mr. *Dobbs* could obtain concurring with the Sentiment this Gentleman was then in, that there was a great Probability of finding a Passage in the *Welcome*, he with infinite Diligence and Application procured Capt. *Middleton* an Opportunity of searching for that Passage in the *Furnace Bomb-Ketch*; which Service he undertook for the Benefit of the Public, resisting many Temptations that were thrown in his way to slight that Design for the Sake of private Advantage. The best Account we have of his Endeavours is contained in the following Extract from several Letters, and from his Journal.

HE could not get out sooner than the 1st of *July* from *Churchill River* in Latitude  $58^{\circ}. 56'$ . to search for the Passage; on the 3d at five in the Morning, he saw three Islands in Latitude  $61^{\circ}. 40'$ . on the 4th he saw *Brook-Cobham* in Latitude  $63^{\circ}$ . Longitude  $93^{\circ}. 40'$ . West from *London*, the Variation there was  $21^{\circ}. 10'$ . This Island had much Snow upon it; on the 6th in the Morning, he saw a Headland in Latitude  $63^{\circ}. 20'$ . Longitude  $93^{\circ}$ . West; Sound-



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ings from thirty-five to seventy-two Fathoms ; at five the Current set North North East, two Knots, two Fathoms ; the Tide flowed from North East by North, Variation  $30^{\circ}$ . West ; all by North Moon made High-Water ; the 8th he was in Latitude  $63^{\circ} 39'$ . saw no Whales or other Fish yet, except one white Whale as big as a Grampus and some Seals ; much Ice North of them close in Shore for several Leagues ; Depth sixty to ninety Fathoms ; Land seven or eight Leagues North West ; 10th in Latitude  $64^{\circ} 51'$ . Longitude  $88^{\circ} 34'$ . the *Welcome* here eleven or twelve Leagues wide ; the East Coast a low flat Coast ; the whole *Welcome* full of Ice ; they filled fresh Water off the Ice ; closed in the Ice until the 12th ; the 13th they got through the Ice to Northwards of *Cape Dobbs*, a new discovered Headland on the North West Side of the *Welcome* in Latitude  $65^{\circ} 12'$ , Longitude  $86^{\circ} 6'$ . West, saw a fair Opening North West of it ; sailed into this Opening or River to secure the Ships from the Ice, until it dispersed in the *Welcome*.

THE Entrance of this River six or eight Miles wide for four or five Miles. Four Leagues higher, it was four to five Leagues wide ;

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*discover a North West Passage.* 87

wide; he anchored on the North Side above some Islands in thirty-four Fathoms; the Tide in the Narrow flowed five Miles an Hour not so strict further up; much Ice came down with the Ebb; the Soundings as they went up were fourteen to forty-four Fathoms in the middle of the Channel; next Morning several of the *Eskimaux* Indians came on board, who had nothing to exchange but their old Clothes and twenty Gallons of Train Oyl; he gave them several Toys; he went higher about four Miles above some Islands, and anchored in a Sound betwixt them and the North Shore in an Eddy Tide to be out of the way of the driving Ice, which went in and out with the Tide, and anchored in sixteen Fathoms; this he called *Savage-Sound*; the River above and below full of Ice; the 15th he sent up the Lieutenant with nine Men well armed with Provisions for forty-eight Hours in the eight-oared Boat to try the River; who returned on the 17th; he had been up as far as the Ice would permit it, being fast above, from Side to Side, he found the Depth above from seventy to eighty Fathoms. The 16th the Captain went ashore on some Islands, and found them

## 88 *The several Expeditions to*

bare, except some short Grass and Moss in the Valleys, and a little Sorrel and Scurvy-Grass above High-Water Mark. They set the fishing Nets, but got no Fish; many of his Men relapsed in the Scurvy, above half not servicable. The Tide at the Mouth of the River on change Days flows four Hours, and rises from ten to fifteen Feet, Variation  $35^{\circ}$ . West; where the Lieutenant was, it flowed from the Southward, and rose thirteen Feet at Neap Tide. The Northern *Indians* he took from *Churchill*, knew nothing of the Country; 18th got the Ships into a safe Cove, and moored in nine Fathoms and a half: The Captain went up the River in the Morning with eight Men and the two *Indians*, and by eight at Night was got up fifteen Miles: He saw the Tide flowed twelve Feet, and a West Moon made High-Water; the Tide flowed from South South East; the *Indians* killed a Deer; they heard an uncommon crying in the Night, generally made by Savages, when they see Strangers; 19th by two in the Morning went five Miles higher, and got into a small River or Sound six or seven Miles wide, but how far it went up, they knew not; the main River was there six or seven Leagues wide, but so full

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*discover a North West Passage.* 89

of Ice they could not go much farther; the Lands on both Sides very high; he went upon one of the highest Mountains twenty-four Miles above *Savage-Cave* where the Ships lay, from whence he could see where the Ships lay, and above eight or ten Leagues higher up than the Place he was at; he observed the River run North by West by the Compass, which Variation allowed was to Westward of North West, but it grew narrower in its Course upwards, and was full of Ice; the 20th at eight in the Evening he returned on board with six Deer, which the *Indians* had shot whilst he was on Shore: He called that Place *Deer-Sound*; the Land is very mountainous and barren with Rocks of the marble kind; in the Vales are a great many Lakes, with some Grass, and Numbers of large Deer, as big as a small Horse, twelve or thirteen Hands high; upon Islands not half a Mile in Circuit, they generally saw a small Herd.

THE 21st he fell down the River, which was still full of Ice; within four Miles of the Entrance he got upon a high Hill, and saw the *Welcome* still full of Ice from Side to Side. 22d the Ice very thick in the River

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above and below, and more drives in every Tide if the Wind comes from the *Welcome* : He sent his Lieutenant with the six-oared Boat up the River. 24th more Ice in the River than ever ; no sending a Boat downwards. 25th Lieutenant returned, after having been forty-eight Hours sounding among the Islands near *Deer-Sound* he found the River full of Ice ; he brought three Deer with him. 26th sent the Lieutenant and Master down to see if the Ice was clearer below and in the *Welcome* ; *Savage-Sound* is in Longitude  $89^{\circ}$ .  $28'$ . West, Variation  $35^{\circ}$ . West ; the Entrance of *Wager River* is in Latitude  $65^{\circ}$ .  $23'$ . *Deer-Sound*  $65^{\circ}$ .  $50'$ . the Course from *Savage-Bay* is North West by Compass, which Variation allowed is West by North. 27th Lieutenant returned, having been carried out by the Ice and Tides six or seven Leagues, and found the River below quite choaked up with Ice, but thinner when they got into the *Welcome*. 28th at one in the Afternoon, the Lieutenant and Master went up the River to try if they could find out any other Way into the *Welcome* besides that they came in at, on Account they had seen many black Whales and other Fish the Time they were up last, and none

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were seen where the Ships lay, nor any where below; he was likewise ordered to try *Deer-Sound* and every Opening to find whether the Tide came in any other Way than the Way they came in at; this he had Time to do, until the Ice cleared in the Mouth of the River and *Welcome*. 29th he sent the Boat with eight sick Men and several that were lame with the Scurvy, to an Island about five Miles off, it having plenty of Sorrel and Scurvy-Grass upon it, and left with them Tenting and other Necessaries; the Tide flowed twelve Fathom six Inches; the Captain went up one of the highest Hills, and found the River full of Ice below, but something thinner above. 30th he perceived the Ice was all fast below them, and for eight or ten Miles above them without the Islands; but pretty clear without the Cove. 31st abundance of Ice drove in from the *Welcome* and almost filled the Bay without them.

THE 1st of *August* the Lieutenant and Master came on board, having been four Days out, who said, they had been ten or twelve Leagues above *Deer-Sound*; they saw a great many black Whales of the Whalebone kind; they tried every Opening



## 92 *The several Expeditions to*

ing they saw, and constantly found the Tide of Flood came from the Eastward, or in at the Mouth of the River *Wager*. 2d they unmoored and warped out into *Savage-Sound*, and on the 4th by ten at Night got out of the River, the Ebb carrying them out at the rate of five Miles in an Hour, being clear of the Ice until they got out; it being almost calm put the Pinace a-head, and towed and rowed with the Ship's Oars. They were then in  $65^{\circ}.38'$ . and Long.  $87^{\circ}.7'$ . West, Variation  $38^{\circ}$ . Here they entered a new Strait North West of *Wager* River, thirteen Leagues wide; the Entrance of *Wager* River is in Latitude  $65^{\circ}.24'$  Long.  $88^{\circ}.37'$ . the 5th they were in Latitude  $66^{\circ}.14'$ . Long.  $86^{\circ}.28'$ . West; the Strait there was about eight or nine Leagues wide. 17th sailing among Ice, the South East Coast was low and shingly seven Leagues long; at the North East End of the Beach was a mountainous ragged Land like Part of *Hudson's-Strait*; good Sounding here from twenty-five to forty-four Fathoms, Variation  $40^{\circ}$ . West, the Tide comes from East by North by the Compass; the Tide runs very strong here with Eddies and Whirlings. 6th tried the Tide, and found it came from  
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*discover a North West Passage.* 93

the East by South, the Point of the Breach at two was distant four or five Miles; at half an Hour past two, sent the Lieutenant ashore with the six-oared Boar to try the Tide, and found it had ebbed two Feet; and the Flood came from the Eastward at three, made a Signal for the Boat to come on board; at four saw a fair Cape or Headland on the West or North Shore, bearing from him South West half South six or seven Leagues, the Land trenched away from East by North to North by West, making right Points of the Compass; this gave them Joy, believing it the North Point of *America*, and therefore he called it *Cape Hope*; they worked it through much straggling Ice all Night; in the Morning when the Sun cleared away the Haze they saw Land all round quite from the low Beach to the Westward of the North, meeting the West Shore and made a deep Bay, but to make sure they kept their Course to the Cod of it until two; next Afternoon when every one saw plainly it was a Bay, and they could not go above six or eight Miles farther, so trying the Tide several Times, and finding it always slack Water, they found they had overshort the  
Opening

# 94 *The several Expeditions to*

Opening where the Tide came in at from the Eastward, the Variation here was 50°, This Bay at the bottom was six or seven Leagues from Side to Side ; very high Land from thence to the frozen Strait Eastward of them ; Soundings from fifty to one hundred and five Fathoms ; they sailed Eastward out of the Bay ; much Ice to the Eastward.

THE 8th, at ten in the Morning, the Captain went on Shore with the Boat, taking the Gunner, Carpenter, and his Clerk with him, to try if he could find from whence the Flood came in to this Strait or Bay. At Noon *Cape Hope* bore North half East five or six Leagues, the Bay West South West four Leagues ; the Entrance of the frozen Strait amongst the Islands on the East-side bore East two Leagues, at four the middle of the frozen Strait bore East South East three Leagues ; at half an Hour past nine at Night he returned on board ; he had travelled about fifteen Miles to the highest Mountain that overlooked the Strait and East Bay on the other Side, and saw the Passage the Flood came in at ; the narrowest Part of this Strait is four or five Leagues, and five, six, or seven in the broadest, almost full of large and small Islands, and in length

*discover a North West Passage.* 95

length about sixteen or eighteen Leagues ; it stretches South East round to the South, and to the Westward it was full of Ice not broke up, all fast to both Shoals and Islands therein ; he saw very high Land about fifteen or twenty Leagues Southward of the Place he was at, which he took to run towards *Cape Comfort* and the Bay, betwixt that and *Wilson's-Portland*, being Part of *Hudson's* North Bay ; the Ice being not yet broke up it was resolved in Council to try the other Side of the *Welcome*, from *Cape Dobbs* to *Brook-Cobham*, to know if there was any Opening there, and then return to *England*.

THE 9th at two in the Morning they bore away ; at three sounded thirty-five Fathoms within a Mile of the Beach, six Leagues to *Cape Hope*, and three to the *Beach Point* ; they sailed along the South East Shore at three Leagues distance, there being much Ice to Westward almost one third over ; at four in the Afternoon *Cape Dobbs* bore North West, three fourths West by Compass, six Leagues, at ten sounded fifty Fathoms ; at twelve, sixty to sixty-five. The 10th at four in the Morning forty-three to twenty-five Fathoms five Leagues from the West Land ;

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at eight sixty-six to seventy Fathoms ; then in Latitude  $64^{\circ} 10'$ . Longitude  $88^{\circ} 66'$ . West ; the *Welcome* here sixteen or eighteen Leagues wide ; the extreme Part of the South East Shore still in Sight bore from South to South East by East distant six or seven Leagues. The 11th at four in the Morning forty-five to thirty-five Fathoms, the North Shore from North East to North North West four or five Leagues distant then about Latitude  $64^{\circ}$ . and Longitude  $90^{\circ} 53'$ . near the Headland ; they kept as near as they could to the Shore to see if there was any Opening into the Land ; twenty-five to thirty-five Fathoms ; continued sailing in Sight of the North Shore from *Cape Hope* ; at four in the Afternoon hauled off from the Shore to deepen the Water ; at six thirty-four to twenty-eight Fathoms ; at eight thirty to forty, then lay by until Day-light ; Soundings all Night from forty-four to sixty Fathoms. At four on the 12th made sail ; at six stood in with the Head-land nine or ten Leagues to the Eastward of *Brook-Cobham* ; it bore then from them North West by North, five or six Leagues ; founded sixty to forty-nine Fathoms ; at ten forty-nine to nine Fathoms standing into the Head-land ; at  
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twelve hauled off to deepen the Water, they were then in Latitude  $63^{\circ}.14'$ . and Longitude  $92^{\circ}.25'$ . West He says he found in coasting along the Shore of the *Welcome* from the frozen Strait to this Place, that it was a main Land, tho' there are several small Islands and deep Bays; this Headland, and the other, in Latitude  $64^{\circ}$ . makes a deep Bay; in their Passage out, they did not see the Bottom of it, as they did upon their Return; and by keeping close along Shore they saw many large black Whales, of the right Whalebone kind.

THEY had from twenty to forty Fathoms off *Brook-Cobham*, which at four in the Afternoon was West North West four Leagues distant. The 13th he sent a-shore to see if he could water the Ships; the two Northern *Indians* went a-shore in the Boat; the Island is three Leagues from the Main, seven Leagues long and three broad, all of hard white Stone like Marble. The 14th the Lieutenant returned with the Boat, and brought a Deer the *Indians* had shot, and a white Bear; they saw several Swans and Ducks. The 15th sent the Boat for more Water, with the two Northern *Indians*, who were desirous of being left

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[90] *The several Expeditions to*

near their own Country ; he gave them a small Boat, of which he taught them the Use, and loaded it with Powder, Shot, Provisions, Hatchets, Tobacco, and Toys of every kind he had on board. In the Afternoon the Boat returned on board, and brought an Account, that by Marks left on the shore, the Tide flows sometimes there twenty-two Feet ; they left the two *Indians* ashore, who designed to go to the main Land the first Opportunity ; the other *Indian* being desirous of seeing *England*, he brought along with him, and the same Day bore away for *England*.

As the dispute which this Expedition occasioned, is mentioned more than once in the following Pages, and some of the principal Points therein stated and discussed, it is not all necessary, that we should trouble the Reader with them here. It may be sufficient to observe, that this Voyage did not answer its Intentions, as it left the Controversy just where it was ; for as on the one hand no Passage was discovered, so the high Tide in the *Welcome* was on the other no way accounted for, since unknown Passages and frozen Straits were Things not to be admitted ; or if they were, would re-

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move the Difficulty but for a Moment; since we must next enquire whence the Tide came that rolled through these Passages; and as this Enquiry would bring us to a Cause demonstrably incapable of producing such an Effect, it is only carrying us into a new Walk in the same Labyrinth, instead of leading us out. In order to this, another Expedition was necessary; and another Expedition was undertaken; of this we shall presently give an Account. In the mean time, it may not be amiss to conclude this Part with a few Observations upon what has been delivered in it.

It is very evident from the Face of this History, that for upwards of two Centuries and a half, an Opinion has prevailed amongst the most knowing and experienced Persons, that there is a Passage to the North West; and this built partly upon Science, partly upon Tradition. By Science, I mean Reason and Experience; and by Tradition, such Accounts of this Passage as have been received upon uncertain Grounds; for if they had been certain, it would have been History. Now it is very hard to conceive how such an Opinion should maintain its Credit if it was not founded in Reality; for it is



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an old and a true Maxim, that specious Opinions endure but a short Time, whereas Truth is everlasting. In the next Place, it is evident, that *Frobisher, Davis, Hudson, Button, and Baffine* remained fully persuaded, notwithstanding their Disappointments, that such a Passage there was; and we cannot without manifest Injury to their Memories dispute that they were as competent Judges as any. It must however be allowed, that there have been some very wise Men that have differed from them in Opinion; such for Example, as Sir *William Monson*, Capt. *James* and Capt. *Middleton*; but as they have all given the World their Reasons for this, so it is a thing indisputable, that their Reasons have not proved satisfactory to Men of equal Judgments; and the plain Cause of this is, that most of the Facts from which they reasoned have been found upon Enquiry to be either uncertain or false; so that how justly soever they might argue from them, their Arguments cannot be allowed to be of much Weight. Lastly, we see from this historical Account, that no Passage is to be hoped for in *Davis's Straits*; and the Reasons that shew this, shew at the same Time that a Passage may be hoped for

*discover a North West Passage. [9?]*

for on the West Side of *Hudson's-Bay*; and therefore there, and there only, it is to be sought, and that too within a Space so confined, that persisting for a very few Years to examine the several Inlets within that Space, the Secret must be disclosed.

It may very possibly be objected, that some of these Inlets which were most promising have been accordingly examined, and have proved either Rivers or Bays; and if those that in the Judgment of the Friends to this Undertaking promised best, have upon Search failed their Expectation, why should they persist in their Notions and obstinately demand such an Examination of the rest? It is said, this Objection may be made; it might have been said, it has been made, and insisted upon as a thing decisive, which ought to satisfy disinterested and candid Judges.

BUT in answer to this, there are three Things to be considered; *first*, that the Friends to this Undertaking are in that respect so to the Nation. What they demand is for the Benefit of the Public, which it has been before most clearly shewn will be a much greater Gainer by the Discovery than they can hope to be from any Encouragements given

[94] *The several Expeditions to*

given, or Rewards which they may justly expect. In this light therefore, it is not their Cause, but that of the Nation ; and whoever doubted that public Utility should take place of private Interest ?

*SECONDLY*, if there is any Body of People that dislike these Searches, it must be for one of these two Reasons ; either that they are convinced there is no such Passage, and therefore judge it unreasonable, because to no Purpose ; or they know there is such a Passage, and are determined to hide it. The latter without doubt is no Reason at all ; and the former is no better a Reason, unless we are inclined to take their Word for it, which is what they have no Cause to expect ; and the less, because it is in their own Power to put this Matter absolutely out of Dispute in one Summer by making Discoveries over Land ; and if they will not do this to serve the Public, why should they think it reasonable to restrain those that have at least a good Will to serve it another Way ? Besides, their opposing this is actually an Injury to themselves ; for while these Inlets are unsearched, the Pretence of a Discovery will for ever hang over their Heads ; whereas, if once searched, and no Passage found, the  
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*discover a North West Passage.* [95]

Controversy will be at an End, not for the present only, but for ever, at least with respect to this Point. For whether a Trade granted, and Countries bestowed upon an incorporated Body in trust for the finding a North West Passage for the common Benefit of the Subjects of this Nation, ought in Justice to remain to that Body, after it should appear that no such Passage could be found, is another Point? which, how much soever it may concern them, relates not to our present Subject; and therefore, here we shall leave it with this single Remark, that whoever considers what has been said attentively, will be able to resolve himself a Question, which has not been answered yet; and that is, how it can be the Interest of any Set of Men, that this Point should remain for ever in suspense, and the World hindered from clearing up the Doubt, whether there is, or is not a North West Passage?

*LASTLY*, though these Inlets have been searched without finding a Passage, yet this increases the Probability that there is a Passage, because it plainly heightens the Impossibility of finding a Body of Water capable of raising the Tide so high in these Rivers and Bays without supposing a Com-

[96] *The several Expeditions, &c.*

munication with another Ocean, and therefore these Disappointments ought to be so far from dissuading from all future Attempts, that they ought to encourage us not to desist from this Design, till, in Consequence of successive and well conducted Enquiries, this North West Passage is found.



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SECOND PART:

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A *clear and circumstantial* Account  
of the *Last Expedition*, by the  
DOBBS-GALLEY, and the  
CALIFORNIA, in 1746, and  
1747.

THE great Expectation raised in the  
World, by the last Expedition, for  
the *Discovery* of a NORTH WEST  
Passage ; the Consequence of the Thing in  
itself, to the Welfare and Glory of this Na-  
tion ; and the Zeal expressed, for the Pro-  
secution of the same Scheme, notwithstand-  
ing this Expedition failed of Success ; afford  
Reasons sufficient to expect, that many will  
be desirous of seeing a fair and full Relation  
of all that therein happened. Some perhaps  
may be moved by their Attention to the

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Publick Service, and the Consideration of those Advantages, that are very rationally expected from this Discovery ; others from Reasons of a more private Nature ; such as the Knowledge they may have of the Undertakers and Proprietors, or those employed by them, in the Conduct of this Expedition ; but perhaps, the greater Part, from that natural and laudable Curiosity which engages every sensible Man, to seek the best Information he can, in Reference to those Things, of which he holds it necessary, to enquire at all. To gratify their Expectations, to do Justice to all concerned, and, as far as in my Power lies, to set this Matter in it's true Light, I have commenced *Author* ; with a sincere Design, to relate nothing but what I know, and, as far as I can, exactly as I know, without Favour or Affection, Prejudice or Prepossession, and without any other View, than that of contributing, by this *Public Information*, to the *Public Good*.

But, previous to my Narration, it is absolutely necessary, that I should give the Reader some Account of the Means, by which it became in my power, to explain the whole of this matter, in so full and particular a Manner, as I have promised. At

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the Time the Expedition was undertaken, I was in *Italy*, and upon my Return to *England*, had no Information concerning it, till within four Days of the Time the Ship actually failed; and then met with it by Accident at *Hertford*: But at the same Time was informed, that every thing was settled, all the Officers appointed, and little or no Reason to expect, that it would be possible for me, to have any Share in a Scheme the most agreeable to my Inclination that could be. The Concern I expressed upon this Occasion, and the Passion that I shewed for an Opportunity of exerting myself in so glorious a Design, having reached the Ears of some of the principal Proprietors, they thought proper to send for and discourse with me upon the Subject; from whence I came to have a very clear and distinct Account of their whole Proceedings to this Time; the Substance of which, it is necessary that I should relate, as it will afford many Lights, highly requisite to the perfect Understanding of what is set down in the following Pages.

THE long and warm Dispute between  
*Arthur Dobbs, Esq;* and Captain *Middleton*,

# 100 *The Last Expedition in*

in reference to the *Voyage* made for the *Discovery* of a *North West* Passage into the *South Sea*, at the Instance of the former, and under the Direction of the latter, having brought the Matter to be very closely and thoroughly examined ; the Consequence of this was, that the Arguments of Mr. *Dobbs*, in Support of such a Passage, appeared of such Weight, that many generous and public spirited Persons were inclined to give their Assistance, for the Prosecution of this Design ; and so highly probable it was esteemed, that the *Legislature*, after mature Deliberation, condescended to encourage the Undertakers, by offering a Reward of *Twenty Thousand Pounds*, in case the Discovery was made. Things being thus far advanced, and a great Spirit appearing amongst those who were the best Judges of the Nature of the Undertaking, as well as the fittest to promote it, a *Subscription* was opened for the raising of *Ten Thousand Pounds* ; which Sum it was thought would answer the necessary Expence of the intended Expedition, and it was proposed to divide the whole into a *Hundred* Shares of *One Hundred Pounds* each. The Scheme thus reduced into Method, met with a ready

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dy and chearful Acceptance, and a *Committee* was named for carrying Things into Execution, by purchasing and equipping *two* Ships proper for such a Design, and that with as much Dispatch as was practicable, that a Trial might be made; and in case of Success, the *British* Nation put as soon as possible, into the Possession of that valuable and extensive Commerce, which, it was demonstrated, must arise from the *Discovery* of this *new Passage*.

THE Ships bought by the *Committee*, were one of *One Hundred and Eighty Tons* Burthen, called the DOBBS-GALLEY; and the other of *One Hundred and Forty Tons*, which was called, the CALIFORNIA. Each of these Vessels was perfectly well repaired and strengthened, and in all Respects fitted as well as could be desired, for the Voyage on which it was intended they should proceed. They had also a sufficient Quantity of Provisions, military and naval Stores, with such Goods as were fit for Presents to the Inhabitants of the Countries that might be discovered, put on board them in sufficient Quantity, and as good in their respective Kinds, as it was possible to procure. The Diligence used in equipping these Vessels was

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such, that the Care of the *Committee* outstript the coming in of the *Subscriptions*, so that they fell somewhat short of the necessary Supply ; which was so far from either discouraging or abating their Endeavours, that, on the contrary, the Gentlemen composing that *Committee*, came to a full Resolution of not letting the Season pass, and therefore made up out of their own Pockets the Deficiency of the *Subscription*, towards defraying the Expence for the Outset of this Voyage.

WHEN Things were in this Forwardness, it became absolutely necessary to think of fixing the Command ; and accordingly that of the *Dobbs-Galley* was given to Mr. *William Moor* ; and that of the *California* to Mr. *Francis Smith*. Application was likewise made to the *Lords* of the *Admiralty*, in Favour of the Officers and Seamen, which should engage in this Expedition ; and as that Board had always shewn a particular Attention to, and given the utmost Encouragement for, the Prosecution of this Design, when formerly applied to ; so upon this Occasion, their Lordships granted Protections to all that should embark on board these Ships for *three* Years. That no possible Encouragement might be wanting to

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keep up the Spirits of the People, under the many Difficulties to which, from the very Nature of the Undertaking, they must inevitably be exposed, or Means left untried to quicken the Endeavours, for the Discovery of a *Passage*; besides the extraordinary Wages that were given, *Premiums* were settled in Case of Success, proportionable to the Rank of all the Persons on board. Thus the Captain was to have *Five Hundred Pounds*; each of the Mates *Two Hundred Pounds*; and every other Officer and Seaman, a Reward suitable to his Station. Over and above all this, in Case they were so fortunate as to take any *Prizes*, they were to be entirely their own; so that it is not easy to conceive, how greater Encouragements could be given, or better Methods contrived than these, for securing the Prosperity of the Voyage.

IT has been already observed, that the Gentlemen of the *North West Committee* took a very prudent as well as generous Method to avoid losing the Season; and that this might have it's full Effect, they were so assiduous about the Undertaking, that by the Beginning of *May*, every thing was in perfect Order, and the Ships ready to depart; and on the *tenth* of the same Month, they

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fell down the River to *Gravesend*, where the Captains were to receive their Instructions, and where these Vessels were actually lying when the first News of this Expedition, and the Preparations made for executing it, came to my Knowledge. It may be easily conceived, that tho' I heard all this with the utmost Satisfaction in one Respect, yet it gave me the most sensible Regret in another ; from which, however, I was soon relieved, by an unexpected Proposal, not only of going the Voyage, but of having a Command. The former I willingly accepted ; for the Novelty, the Profit, and above all the Honour attending this Expedition, filled me with the most eager Desire of having a Share in it ; but the latter, tho' accustomed to a Sea-faring Life, I absolutely refused ; as not having the Vanity to suppose myself, who, as yet, was without Experience of Northern Seas and Northern Climates, equal to so great a Trust.

It was then agreed that I should go the Voyage, in quality of *Agent* for the *Committee*, without being obliged to any Duty, or subject to any Command, but what was imposed upon me by their *Instructions* ; the principal Articles of which were, that I should

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should make exact Draughts of all the new-discovered Countries, the Bearings and Distances of Head-Lands; that I should mark the Soundings, Rocks, and Shoals upon the Coasts; assist in that material Business of determining the several Circumstances attending Tides, such as their Time, Height, Force, Direction, &c. as also to examine the Saltness of the Water, to observe the Variation of the Compass, to take Notice of the different Natures of the Soil, and to collect, to the utmost of my Power, Metals, Minerals, and all kinds of natural Curiosities. The Reader will from hence discern how far it lies in my power to execute what I have undertaken, in publishing this Account, as as well as how natural it was for me to undertake it; and he will judge of the Pain that our want of Success gave me, I will not call it Disappointment, because my Hopes and Expectations are still the same they were: I say, he will the better judge of my Chagrin from the following Circumstance in my Behaviour; that in eighteen Hours from the Time this Affair was mentioned, I was actually on board the Ships at *Gravesend*.

It is now Time that I should give you the Captains Instructions, which, as I have told  
I you



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you, they waited for, and received there, and which were conceived in the following Terms, viz.

INSTRUCTIONS *for Captain William Moor, of the Dobbs Galley, and Captain Francis Smith, of the California, fitted out for the Discovery of a Passage to the Western and Southern Ocean of America, through Hudson's Straits.*

' **Y**OU are to sail in Company, with  
' the greatest dispatch, from the Ri-  
' ver of *Thames* to the Southward of *Cape*  
' *Farewell* in *Groenland*, keeping clear of  
' the Ice near that Cape, and then steer your  
' Course to the Entrance of *Hudson's Strait*,  
' betwixt *Resolution* and *Button's Isles* North-  
' ward by the *Orkneys*.

' IN case of Separation, before you quit  
' the *British* Coast, your first Place of Ren-  
' dezvous shall be at *Cairstown* in the *Ork-*  
' *neys*, or such other Place as the Convoy  
' shall appoint; but that Stop not to be above  
' forty-eight Hours, in case Wind and Wea-  
' ther permit your proceeding upon your  
' Voyage.

' THE

‘ THE second Rendezvous to be Eastward  
‘ of *Resolution Isles*, in case the Ice be not se-  
‘ parated enough to enter with Safety into  
‘ the Straits; but if the Passage be safe, then  
‘ not to wait above a Day or two, unless it  
‘ should happen about the Height of the  
‘ Spring Tides, when it is not safe to enter,  
‘ whilst the Tides are so rapid, but rather  
‘ wait a few Days, until the Tides and Cur-  
‘ rents are slower. In your Passage through  
‘ the Straits, keep nearest the North Shore,  
‘ until you pass the *Savage Islands*, keeping  
‘ within a reasonable Distance of each other,  
‘ within hearing of your Guns or Bells, if  
‘ possible, to assist each other, if any Acci-  
‘ dent happen in the Ice.

‘ IN case of any Separation in the Straits,  
‘ let your next Rendezvous be at *Diggs Isle*,  
‘ or at *Cary’s-swans-nest*, the first only wait-  
‘ ing for the other two Days; and if you  
‘ should not meet there, the first to leave a  
‘ Pole, or Heap of Stones, erected near the  
‘ most remarkable Head-Land, with a Let-  
‘ ter, letting the other know you had passed,  
‘ and when you sailed from thence towards  
‘ your next Rendezvous.

‘ UPON making *Cary’s-swans-nest*, if the  
‘ Wind should be contrary, anchor for a Tide  
‘ or

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' or two, and carefully observe the Direction,  
 ' Velocity, Height, and Time of the Tide,  
 ' in case you are together, but if the Wind  
 ' be fair to make any Part of the *North West*  
 ' Coast, from *Pistol-Bay* in  $62^{\circ} 30'$  to  
 ' *Wager-Strait*, then fix your next Rendez-  
 ' vous as you shall agree upon it in Council,  
 ' either at *Deer-Sound* in *Wager-Strait*, if  
 ' if you push for that Passage, or at *Marble-*  
 ' *Island*, in case the Winds are more favou-  
 ' rable, and the Sea clear of Ice; but when-  
 ' ever you fall in with Land, on that Coast,  
 ' try the Direction and Time of the Tide;  
 ' and in case of meeting the Flood from the  
 ' Westward, and you should find a fair  
 ' Opening free from Ice, then sail into it  
 ' with Caution, keeping your Boat a-head,  
 ' without delaying to make either *Wager-*  
 ' *Strait* or *Pistol-Bay*.

' BUT if you should first make *Wager-*  
 ' *Strait*, and meet at your last Rendez-  
 ' vous at *Deer-Sound*, since none can be  
 ' afterwards appointed; then sail directly  
 ' to the Western Bluff *Rankin* was at,  
 ' keeping in the main Channel, *North* of  
 ' the Islands he passed, and there again care-  
 ' fully try the Direction, Height, and  
 ' Time of the Tide; and if you find it ear-  
 ' lier, or the Flood come from the West-  
 ward,

ward, or South Westward, then boldly  
push into the Opening, and follow it to  
whatsoever Westerly Point it leads, keep-  
ing carefully, if narrow, your Boats a-  
head sounding, observing the Tides, Depth,  
Saltness of the Water, Variation, noting  
in your Chart the Latitude of all Head-  
Lands, and taking the Bearings of the  
Land, and Appearance from your Ships,  
looking out for Coves or Harbours to shelter  
in, in case you should have foul Weather  
or contrary Winds.

In case you meet the Flood Tide, and pass  
the narrow Part of *Wager-Strait*; upon get-  
ting into an open Sea, you may depend upon  
an open Passage, and boldly proceed *South*  
Westerly, or more Southerly or Westerly,  
as the Lands may lie, keeping the *American*  
Land in View to the Larboard; and in case  
afterwards of coming into any Opening,  
with Land in View on both Sides, then  
you must carefully observe the Tide, whe-  
ther you meet it, or the Flood follows you  
in, that you may know whether you are  
embayed, or whether it be a Passage thro'  
broken Lands or Islands, and proceed ac-  
cordingly, or return and keep more West-  
erly. If you find a *South West* Tide of  
Flood,

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‘ Flood, after passing as far as 62° North  
 ‘ Latitude beyond *Wager-Strait*, then you may  
 ‘ be sure you have passed the most Northerly  
 ‘ Cape of the *North West* Continent of *Ame-*  
 ‘ *rica*, and may boldly sail to any warm  
 ‘ Latitude Southward of 50° to winter in,  
 ‘ making careful Observation of Rocks,  
 ‘ Shoals, &c. in your Passage, fixing the  
 ‘ Latitudes of all Head-Lands in your Charts,  
 ‘ and the computed Longitudes, according  
 ‘ to the Parallel you are in.

‘ In case you should chuse to make Trial  
 ‘ first at *Pistol-Bay*, or *Rankin's-Inlet*, near  
 ‘ *Marble-Island*, and should there find a *West*  
 ‘ or *North West* Tide, and the Opening con-  
 ‘ tinue Westerly, the same Instruction here  
 ‘ given for your Observation in passing *Wa-*  
 ‘ *ger-Strait*, will be equally good to follow  
 ‘ in that Opening, since both must coincide  
 ‘ in 62°. for wherever, upon trying the  
 ‘ Tide, you are convinced it flows from the  
 ‘ *Westward*, and you find it earlier, you may  
 ‘ depend on having an open and large Passage,  
 ‘ as the Ocean cannot be far distant, to raise  
 ‘ such great Tides on the *North West* of the  
 ‘ Bay.

‘ If, after passing any of the Openings, you  
 ‘ find a clear Sea, and no Obstruction, un-  
 ‘ til

*the Dobbs and California.*    111

‘ til you get to 50° North Latitude, then  
‘ stay the *Winter* there, if it should overtake  
‘ you before you get farther to the *Southward*,  
‘ but if the Winds and Weather permit,  
‘ sail as far to the *Southward* as 40° at least,  
‘ which will be in a finer and warmer Cli-  
‘ mate for wintering, and at the same  
‘ Time will compleat the *Discovery*; in this  
‘ case, chuse a navigable River, or safe Cove  
‘ or Harbour, if you apprehend no Danger  
‘ from the Natives, and they appear to be  
‘ humane and civilized; but in case of any  
‘ Apprehension of Variance with them,  
‘ which must be carefully avoided, then en-  
‘ deavour to winter in a safe Harbour in any  
‘ fertile woody Island at a proper Distance  
‘ from the Continent, where you may lie  
‘ in safety from any Surprize from the Na-  
‘ tives, yet still keeping as regular Watch, as  
‘ in an Enemy’s Country.

‘ In case you meet any Savages in passing  
‘ *Hudson’s Straits*, make no Stay to trade  
‘ with them, but give them some trifling  
‘ Presents, such as they esteem. After pas-  
‘ sing the Bay, in case you meet any *Eski-*  
‘ *maux Indians* in the Openings, endea-  
‘ vour to gain their Friendship by Presents;  
‘ and in case they have any thing to trade,  
‘ don’t



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‘ don’t refuse it, but rather encrease their good  
 ‘ Opinion of you, by giving them more for  
 ‘ their Furs, &c. than is usually given by  
 ‘ the Company, in such Goods as they chuse,  
 ‘ so as to fix a Friendship with them for the  
 ‘ future; but make no longer Stay there  
 ‘ than is necessary to ascertain the Tides.

‘ If, upon passing those broken Lands  
 ‘ on the North West of the Bay, you get  
 ‘ more Southerly than 60°, and find other  
 ‘ Nations of Savages more civilized than  
 ‘ the *Eskimaux*, such as the Northern *In-*  
 ‘ *dians*, endeavour to gain their Friendship  
 ‘ more effectually with Presents, and refuse  
 ‘ not any casual Trade, in case you are forced  
 ‘ into Harbour by bad Weather; in such  
 ‘ case give them to know, that in your re-  
 ‘ turn next Spring, you should be glad to  
 ‘ meet and trade with them there, upon be-  
 ‘ neficial Terms to them, and enter into an  
 ‘ Alliance, or Treaty of Friendship with  
 ‘ them; but by no means stop to trade whilst  
 ‘ Wind and Weather permit you to proceed.  
 ‘ In all such Parts as you shall stop at, if  
 ‘ uninhabited, take Possession of the Lands  
 ‘ in the Name of his Majesty of *Great-Bri-*  
 ‘ *tain*, as first Possessor, erecting a Monu-  
 ‘ ment of Wood or Stone, with an Inscrip-

‘ tion



*the Dobbs and California.* 113

tion upon it, giving a Name to each Harbour  
River, Head-land, or Island, you come to.  
BUT if you should meet with any  
civilized fixed Inhabitants, avoid giving them Umbrage by taking Possession, unless, upon your Return, they should give you a Possession of Lands by Consent, to induce you to fix a future Trade there.  
Take none of the Natives on board by Force, to bring home; but if they should offer themselves voluntarily, in Exchange for any who may be sent from hence to be left in the Country, to become Interpreters hereafter, and to preserve their Friendship, don't refuse to bring them to *England*. In case of your leaving any in the Country, they must be allowed such Trifles as may ingratiate them to the Natives; and such Seeds or Roots of Grain, Pulse, Garden-stuff, or Trees, as are not to be found in those Parts; allowing them also Paper, Pens, and Ink, to make Observations on the Climate, Trade, &c. of the Country.  
AFTER passing thro' the broken Lands, if black Whales are still seen, and in *August*, or *September*, are directing their Course South-westerly, that would be a farther Demonstration of a navigable Passage to  
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' the Western Ocean, to which they are  
' then directing their Course.

' IN case you proceed successfully South-  
' ward, from 60° towards 50° and touch at  
' any Port or River, where there are civi-  
' lized Inhabitants, who reside in Towns  
' and Villages, and do not lead an erratic Life,  
' you must act with great Caution and Pru-  
' dence, giving no Cause of Offence; and if  
' they appear friendly, and desire Friend-  
' ship, cultivate it by Presents, without put-  
' ting yourselves in their Power; but if they  
' appear in an hostile Manner, don't attempt  
' to land, but avoid the Coast, yet without  
' shewing any sign of Fear; and in case they  
' should offer to attack you, endeavour first  
' to terrify them with your great Guns, be-  
' fore you attempt to kill any, which you  
' must only do in case you are forced to it in  
' your own Defence, and then avoid the Coast,  
' until you get farther to the Southward, a-  
' mong more friendly *Indians*.

' IN case you should come to numerous  
' Nations, used to trade in Ships of Burthen,  
' or Force, and that they incline to be Ene-  
' mies, avoid the Coast, in case you have an  
' open Sea; but if you should be engaged  
' among Islands in which you might find Diffi-

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' culty to avoid them, or to proceed so far as to  
' perfect the Discovery, then, if it be not too  
' late in the Season, return with such account,  
' which will be sufficient to prove that you  
' traded in another Ocean different from ours;  
' lest by wintering among them, any Accident  
' should happen to prevent your Return.

' BUT in case you should have proceed-  
' ed Southward so far as to Winter in a  
' warm Country, then find out some Island,  
' not frequented by the Natives of the Conti-  
' nent, to winter in, and secure your Ships;  
' which if it be a woody fertil Island in Spring,  
' by way of keeping the Men in Exercise,  
' clean a Piece of Ground for a Garden, and  
' sow such Seeds of Grain, Pulse, or Trees, as  
' you may carry from hence, for the Use of  
' the Natives, if any be there, or such who  
' hereafter may go there from *England*;  
' leaving tame Fowl, Pigs, &c. if any be on  
' board; and carefully observe such different  
' kinds of Trees and Plants, as are unknown  
' here, or different from ours in *Europe*. In  
' case you should winter on the West Coast  
' of *America*, short of *Cape Blanco*, in Lat.  
' 42° North, early in Spring, in *March*, af-  
' ter the Equinox, when Wind and Weather  
' is seasonable, proceed in the Discovery,  
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' until

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' until you get to the Southward of  $40^{\circ}$ ,  
 ' which will compleat it; and upon your  
 ' Return to the North-Eastward, as Summer  
 ' advances, make easy Sail, and observe the  
 ' whole Coast on the North West of *Ameri-*  
 ' *ca*; making careful Observations of all the  
 ' Rivers, Bays, Head-Lands, &c. making  
 ' Charts, drawing the Bearings of the Lands,  
 ' and Views from the Ships; with the Tides,  
 ' Soundings, and Variation of the Compass;  
 ' making Alliances with the Natives, and fix-  
 ' ing a Commerce with them upon profitable  
 ' Terms to *Britain*, and equitable to them,  
 ' according to their Value and Esteem for  
 ' our Goods or Manufactures; this will fully  
 ' employ the Months of *April*, *May*, and  
 ' *June*, so as to get to  $62^{\circ}$  by the latter End  
 ' of *July*, and thence repass the Bay and  
 ' Strait the Beginning of *August*. In case  
 ' the Ships should separate after your last  
 ' Rendezvous near *Deer Sound*, or *Marble*  
 ' *Island*, after passing thro' the Openings  
 ' to Westward, let each, independently,  
 ' endeavour to make out the Passage, with-  
 ' out waiting for the other, and appoint  
 ' their next Rendezvous at any Island or  
 ' Harbour nearest to  $40^{\circ}$  on the Back of  
 ' *California*; and in case either should Win-

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ter short of that, and more Northerly than  
 ' 54°, then endeavour to hire some *Indians*  
 ' to cross the Country to *Churchill* River, or  
 ' *York* Fort, or *Nelson's* River, with Letters  
 ' directed to the Lords of the Admiralty,  
 ' and to the Secretary of the North West  
 ' Committee, giving an Abstract of your  
 ' Discoveries 'till that Time, with a Promise  
 ' of a sufficient Reward to any of the Sailors  
 ' who will accompany them, and carry  
 ' them in the Company's Ship to *England*,  
 ' to prevent their being stifled at the Factory,  
 ' in case any Misfortune should happen to  
 ' prevent the Ship's Return next Season. In  
 ' case, by any Accident, or unforeseen Diffi-  
 ' culty, the Ships should not be able to sail  
 ' beyond or Westward of *Pistol Bay*, or *Wa-*  
 ' *ger Strait*, so as to get no farther South  
 ' than Lat. 58 or 60 North; or, upon Trial,  
 ' find no Opening or Passage thro' those  
 ' broken Lands or Islands, to West-  
 ' ward, or to South Westward, and should  
 ' not meet, after passing these broken Lands,  
 ' any Tide of Flood coming from the West-  
 ' ward; then, after Trial made, and full  
 ' Proof of it to the Satisfaction of the Coun-  
 ' cil, or the major Part of them, then you  
 ' are forthwith to return to *London*, with-

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‘ out Wintering in any part of the Bay, in  
 ‘ order to prevent unnecessary Expences to  
 ‘ the Adventurers. If you meet any of the  
 ‘ *Eskimaux*, or Northern *Indians*, after pas-  
 ‘ sing *Wager-Strait*, or *Pistol-Bay*, make  
 ‘ particular Enquiry, by Signs, if they know  
 ‘ whereabouts the Copper Mine is; and in  
 ‘ case you should perfect the Discovery of  
 ‘ the Passage, and winter there, upon your  
 ‘ Return in *July*, when you are near 60°,  
 ‘ make a more strict Enquiry and Search,  
 ‘ and if you find it, bring home some of the  
 ‘ Ore, to be smelted and assayed here.

‘ THE Council, in all Difficulties where  
 ‘ Doubts may arise upon the most prudent  
 ‘ Method of proceeding to make out the Dis-  
 ‘ covery, is to consist of the Captains, Mr.  
 ‘ *Henry Ellis*, the Surgeons and Mates of  
 ‘ each in one Council, when they can meet;  
 ‘ and if separated, then the said Officers of  
 ‘ each Ship, in which the Majority, are to de-  
 ‘ termine it. And if any material Difference  
 ‘ should happen, relating to the Prosecution  
 ‘ of the Discovery, the Minority may sign  
 ‘ the Reasons for their Difference of Opini-  
 ‘ on, to justify them in their Dissent.

‘ You



‘ You are desired to keep regular Minutes  
‘ of all your Consultations, which shall be  
‘ signed by three or more of the Council  
‘ before they break up : And that you keep  
‘ fair Copies of all your Proceedings, which,  
‘ at the Return of your Voyage (or sooner,  
‘ if you have an Opportunity by the *Hudson’s-*  
‘ *Bay Ships*) shall be sealed up by three of  
‘ the Council, and transmitted by Post to  
‘ Mr. *Samuel Smith*, Secretary to the Com-  
‘ mittee, in *Cateaton-Street*, upon your Ar-  
‘ rival in any Part of *Great-Britain* or *Ira-*  
‘ *land*.

THESE Instructions I have given at large,  
that the Reader might have an Opportunity  
of seeing, not only how well they were  
calculated, to answer the Design of regula-  
ting the Conduct of these Commanders, in  
this particular Voyage ; but how clearly also  
they point out the Nature of the Expedition,  
and the Means of accomplishing it ; as well  
as the sincere Intentions, of those who con-  
trived them, to execute in the most effec-  
tual Manner, what had been so well and  
so wisely concerted, for the Public Benefit.

BUT it is now Time to resume the Thread  
of our Narration.



THE Ships fitted out for this Expedition, fell down from *Gravesend* to the *Hope*, on the 20th of *May*, 1746; and lay there till the 24th of the same Month, but in the mean Time the Vessels in the Service of the *Hudson's-Bay* Company, and his Majesty's Ship the *Loo* of Forty Guns, intended for our Convoy, were sailed from the *Nore*; upon Advice of which, the Ships bound for the Discovery followed them, with all possible Diligence, in Hopes of joining them at *Yarmouth*; and accordingly came up with them in *Houfley Bay*, where we received our Instructions from the Convoy. Upon the 27th we anchored in *Yarmouth* Roads, the *California* having received some little Damage in her Passage, staid to refit till the 31st, when the Commodore made a Signal to weigh, which was done accordingly, in Company with the four Ships for *Hudson's-Bay*, and some others bound to the Northward and Westward.

THE 1st of *June* we passed by *Scarborough*, and the 2d anchored a-breast of *Tinmouth* Castle; here our chief Mate left us, or rather we left him, for he went ashore, and in the mean Time the Convoy weighed,

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we made Signals, and fired Guns, for his coming off, but to no Purpose, so we failed without him. The 5th we fell in with two *Dutch* Men of War, which saluted the *Loo*, and she as usual returned the Compliment. It being very tempestuous, and having contrary Winds, on the 6th, the Man of War and Fleet bore away for *Ham-Sound*, in the Isles of *Orkney*, and anchored in *Kirkwall-Bay* that Evening, and the next Morning at *Carston* in the Island of *Pomona*, where we found the *Shark* Sloop, Captain *Middleton*, and the *California* at Anchor; from the latter of which we had separated the Night before we entered *Ham Sound*. Here we recruited ourselves with Water, fresh Provisions, and what other Necessaries we had Occasion for.

THE 12th, Captain *Middleton* (now appointed our Convoy, by Commodore *Smith*, upon his Arrival at *Carston*) made a Signal to weigh. All Things being prepared, and the Wind fair, the Fleet got under Sail, and were clear of the Isle that Evening. The 15th we passed the Isles to the Westward of *Hoyhead*, called *Roan* and *Byrra*, from whence we took our Departure. The 17th, being about 60 Leagues to the Westward of those

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those Isles, the Convoy after receiving and answering the Salutes of the *Hudson's-Bay* Ships, and ours, left us to prosecute our Voyage, and returned to the *Orkneys*.

On the 18th, we lost Company with the *Hudson's-Bay* Ships, which were the last we saw for that Year. The *California* and we being now left by ourselves, Signals were composed and agreed on, for the better keeping Company ; and proved, in the Course of the Voyage, very useful in that Respect. There was nothing occurred but the common Circumstances of the Winds and Weather, till the 21st at Night, when a terrible Fire broke out in the great Cabin of the *Dobbs*, and quickly made it's Progress to the Powder-Room, which was directly underneath it, and where there were not less than thirty or forty Barrels of Powder, besides Candles, Spirits, Matches, and all manner of Combustibles. It is impossible to express the Confusion and Consternation this Accident occasioned : The dangerous Place the Fire was in, gave every one on Board the greatest Reason to expect, that Moment, or the next at most, was their last. You might hear on this Occasion, all the Varieties of Sea-Eloquence ;

Cries, Prayers, Curfes, and fcoling, mingled together; yet this did not prevent proper Measures being taken to fave the Ship, and our Lives. Water in great Abundance was paffed along, and properly applied, and all other Methods ufed by thofe, who, in fpite of thefe Difurbances, ftill preferved their Reafon. But as for the Crew in general, their Apprehenfions fuggested to them a Variety of Expedients, which without weighing or confidering, they one Moment endeavoured to execute, and the next abandoned through Diftraction or Defpair. Some were for hoifting out the Boats; accordingly the Lafhings were cut for that Purpofe, but none had Patience fufficient to join and hoift them out; others were for fetting more Sail, to come up with the *California*, at this Time, at a great Difance a-head, that if any fhould be alive after the Ship's being blown up, they might have a Chance of faving themfelves aboard of her. Though this was very chimerical, confidering our Condition, the Reefs were turned out of the Topfails, which with great Difficulty were properly fet. In the midft of all this Hurry, the Man at the Helm, reflecting on his Situation, and thinking it more dreadful

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dreadful than any other Persons, having the Fire and Powder immediately under him, was quite distracted and thoughtless of his Charge: so that Imagination cannot paint a wilder Scene, than was now exhibited aboard of us.

THE Ship was now Head to Wind, and the Sails shaking and making a Noise like Thunder; then running right before it, and rolling, every Body upon Deck waiting, and that too in an Agony mixed with a kind of Impatience, for the Blast, that must have put an End to our Fears and Uncertainties. At length the Fire was happily extinguished, and with it our Perplexities. There is certainly no one thing aboard a Ship that requires so much Attention, as the Care requisite to prevent Fire, as we had like fatally to have experienced, and as many feel daily. This Accident happened through the Negligence of the Cabin-Boy, who was left to take Care of the Candle; the Captain and Officers being on Deck, he forgot it, and the Consequence was what I have related. Hence, till the 27th, nothing happened remarkable. We then fell in with great Quantities of low Ice, in Lat.  $58^{\circ}.30'$ . to the Eastward of Cape *Farwell* in *Groenland*,

land, where having also very foggy Weather, we had like to have lost Company with the *California* ; but we luckily rejoined her, when the Weather grew fair, and both Ships standing to the Southward, soon got clear of the Ice.

WE failed for sometime after this, thro' Abundance of Drift-Wood, that is, Pieces of pretty large Timber floating at Sea ; a Thing which, as we cannot avoid observing, so with a reasonable Proportion of Seriousness in a Man's Temper, it is impossible to observe, without falling into a long Train of Reflection ; because no satisfactory Account has been hitherto given, from whence this Drift-Wood should come. All the Accounts we have of *Groenland*, of the Coasts of *Davis's*, and of *Hudson's* Streights, however they differ in other Things, agree in this ; that no Timber grows to the Size of this Drift-Wood, in any of those Parts, and therefore it has been judged, that wherever it came from, it could not be from any of them. Some have persuaded themselves, that it must be driven hither from *Norway* ; and others from the East Coast of *Terra de Labrador*, in *North America* ; but I must own neither of these Accounts appear probable to me ;  
for



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for as the North Westerly Winds prevail much in these Parts, they would prevent its coming from *Norway*; as on the other Hand, the strong Currents setting out of *Davis* and *Hudson's* Straits, Southward, must hinder it's Passage from the Coast of *America* into these Seas.

THE Relation of the Reverend Mr. *Egede*, who resided several Years at the *Danish* Colony, on the West Side of *Groenland*, seems to afford us an Account, of all others, the least liable to Exception; which is this: He says, that on the East Coast of that Country, he has seen Birch, Elm, and other Kinds of Trees, eighteen Feet high, and as thick as his Leg, in the Latitude of  $61^{\circ}$ , from whence I infer it must come from thence. He farther observes, that in *Norway*, as well as *Groenland*, the East Coast, is warmer than the West, and, consequently, Things grow there in a more kindly manner, and to a larger Size; so that 'till something more probable is offered upon this Subject, we must be content to allow, this Drift Wood comes from *Groenland*.

ON the 5th of *July* we began to fall in with those Mountains of Ice which are always met with near *Hudson's* Straits. This mountainous Ice is of a prodigious Size; and

if



if I should say, that we sometimes find it five or six Hundred Yards thick, I am thoroughly satisfied that I should not exceed the Truth. But tho' the Fact might be easily put out of Question, by citing a Multitude of Authorities, yet this will not in the least contribute to solve the Difficulty of conceiving how these stupendous Mountains are generated, but rather the contrary. Various Attempts, however, have been made to get over this Question, and amongst the rest, Captain *Middleton* has endeavoured to explain the Thing thus.

' ALL along the Coast (says he) of *Baffin's-Bay*, *Hudson's-Straits*, &c. the Land is very high and bold, and a Hundred Fathoms or more close to the Shore. These Shores have many Inlets or Firths, the Cavities of which are full of Ice and Snow, by the almost perpetual Winter there, and frozen to the Ground; encreasing for four, five, or seven Years, 'till a kind of Deluge or Land-flood, which commonly happens in that Space of Time throughout those Parts, breaks them loose, and launches them into the Straits or Ocean, where they are driven about by the variable Winds and Currents, in the Months of *June*, *July*,  
' and

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' and *August*, rather encreasing than dimi-  
 ' nishing in Bulk, being surrounded, except  
 ' in four or five Points of the Compass, with  
 ' small Ice for many Hundred Leagues, and  
 ' Land covered all the Year with Snow, the  
 ' Weather being extream cold, for the most  
 ' Part, in those Summer Months: the smal-  
 ' ler Ice, that almost fills the Straits and  
 ' Bays, and covers many Leagues out into  
 ' the Ocean along the Coast, is from four to  
 ' ten Fathoms thick, and chills the Air to  
 ' that Degree, that there is a constant In-  
 ' crease to the large Isles, by the Sea's wash-  
 ' ing against them, and the perpetual wet  
 ' Fogs, like small Rain, freezing as they  
 ' settle upon the Ice, and their being so deep-  
 ' ly immersed under Water, and such a small  
 ' Part above, prevents the Winds having  
 ' much Power to move them; for tho' it  
 ' blows from the North-west Quarter near  
 ' nine Months in twelve, and consequently  
 ' those Isles are driven towards a warmer  
 ' Climate, yet the progressive Motion is so  
 ' slow, that it must take up many Years be-  
 ' fore they can get five or six hundred Leagues  
 ' to the Southward. I am of Opinion, some  
 ' hundred Years are required; for they can-  
 ' not, I think, dissolve before they come be-  
 ' tween

'tween the 50th and 40th Degree of Latitude, where the Heat of the Sun consuming the upper Parts, they lighten and waste in Time.'

ON the other Hand, Mr. *Egede*, whom I have mentioned before, very positively asserts, that the Ice, with which the Sea is almost choaked, and which, as he affirms, raises Mountains of an astonishing Bigness, lying as deep under as they rise in Height above the Water, are, nevertheless, Pieces of the Ice-Mountains on the Land, which standing near the Sea, and bursting, tumble down into it, and so are carried off. It is apparent that he gives this not from Conjecture, or Hear-say, but from his own Knowledge; and therefore I am inclined to believe, that the best Solution of this Question, How these Ice-Mountains are produced? may be obtained by joining both the foregoing Accounts together. In short, I take their Origin to be as Mr. *Egede* describes it; but then I am persuaded, that the Accumulation of Matter, necessary to swell them to so vast a Bulk, happens as Captain *Middleton* describes it: For I cannot but believe, that at their first falling into the Sea, they must be of a very large Size, perhaps, half the Bigness

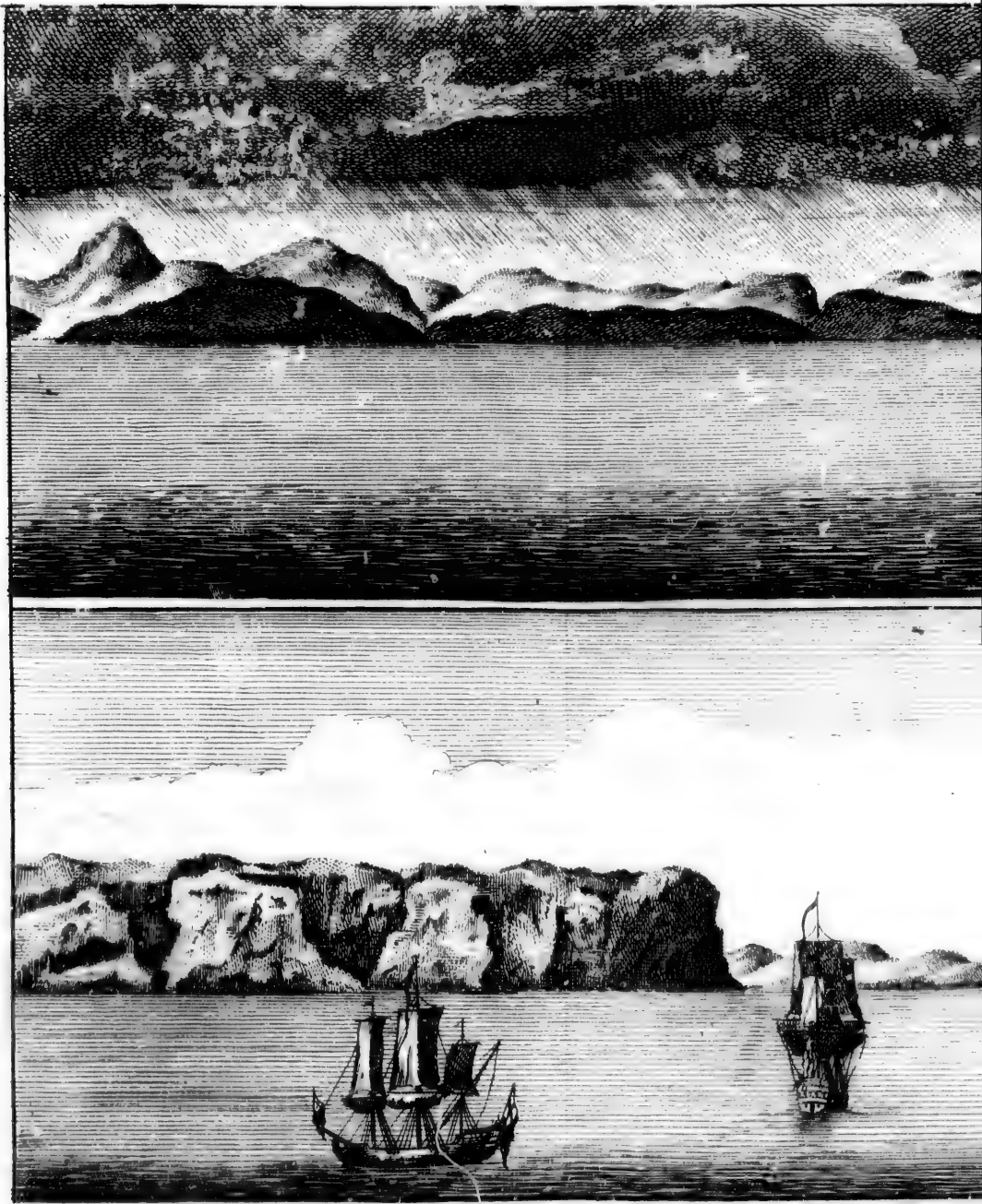
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they arrive at afterwards; and I am for admitting Mr. *Egede's* Account of their bursting from the Land, because of the prodigious Force that such a Deluge, or Land Flood, as is mentioned by Capt. *Middleton*, must have to drive these Mountains out to Sea. This Deluge, to say the Truth, I take to be a Fact advanced without Proof, for the Thaws in these Parts are not sudden and violent, but, on the contrary, very gentle and gradual; for when the Sun is in the Day-time at the highest, the Ice and Snow melt; but in the Night-time when the Sun is lowest, they freeze again; so that the Dissolution or Consumption of them is but very slow. Agreeable to this way of reasoning, we find the Southern Factories in *Hudson's Bay*, are troubled with these Deluges or Land Floods, from which they are free in the North, for the Causes that have been already assigned. I am the more confirmed in my Belief, that thus the thing really happens, by the Observations I have made of the Difference between the low Ice and the Ice-Mountains, the latter being less solid, and of a lighter Colour than the former. But enough has been said on this  
Head;

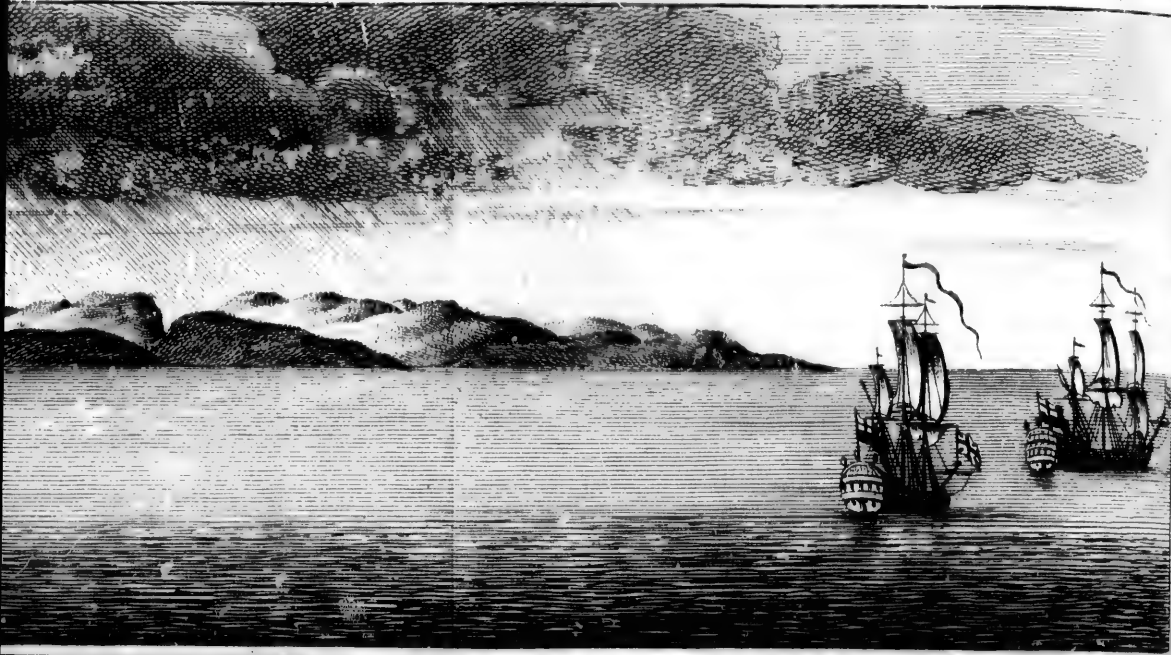
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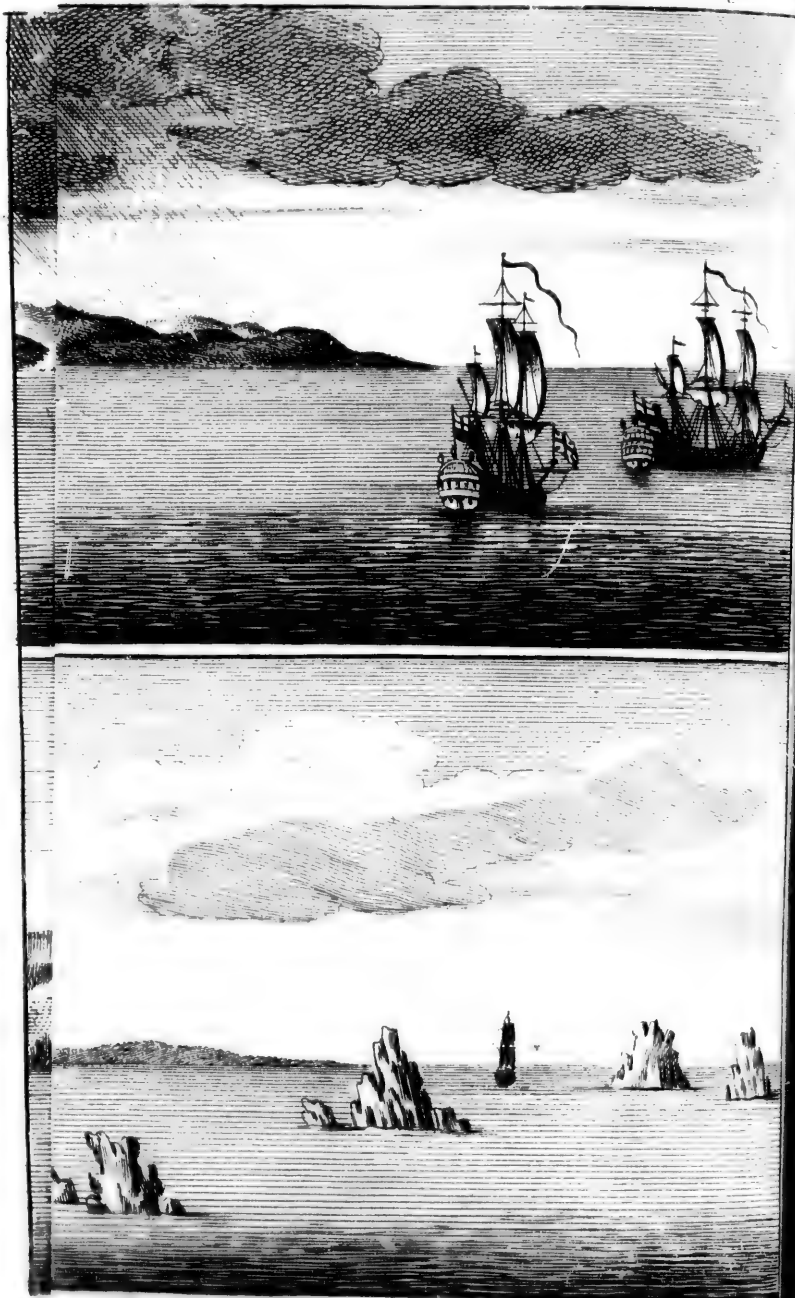


*A View of Cape Walsing*









*from the N. E.*

*J. Myrdal*

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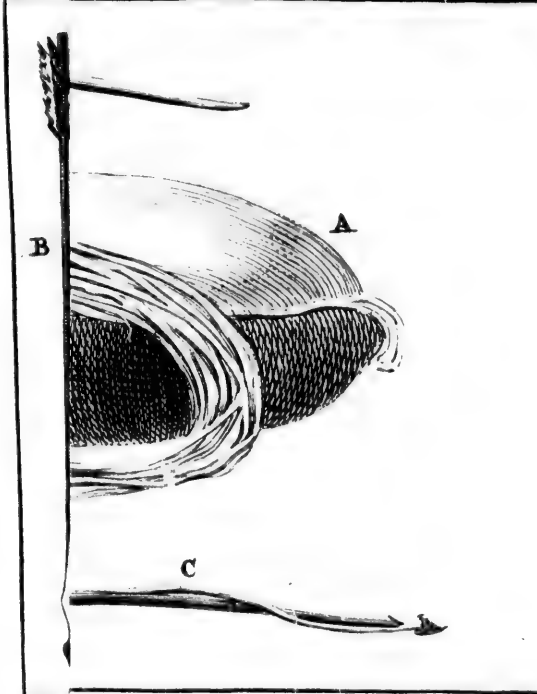
*the Dobbs and California.* 131

Head ; and therefore we will now resume the History of the Voyage.

UPON the 8th of *July*, we made the Islands of *Resolution*, at the Distance of about half a Mile. It was owing to the Fogginess of the Weather, that we did not see them sooner, and it was happy for us that it cleared as it did ; for had those Fogs continued but a little longer, it is highly probable we had gone a-shore, and our Vessels broke to pieces upon the Rocks. As it was we did not get clear but with very great Difficulty, for the Wind falling, and the Sea tumbling in on the Shore, we were forced to have recourse to the Ship's Oars, and by the help of these, and the Boats towing a-head, we made shift to deliver ourselves from this Danger ; and in our Passage from thence to the upper *Savage* Islands, met with very little Ice to obstruct us.

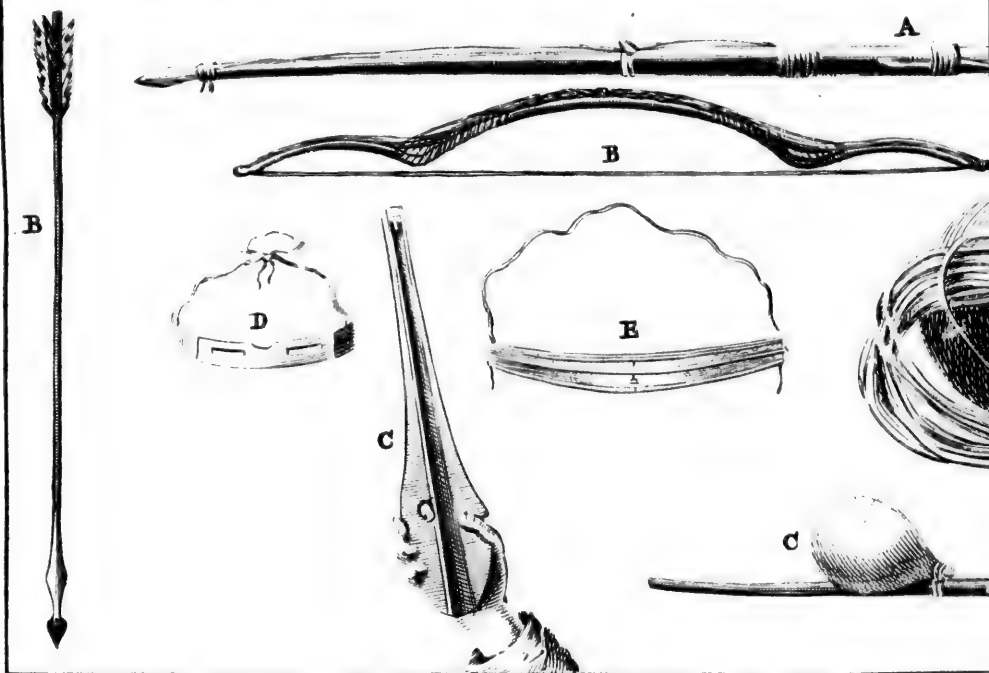
AT these Islands, there came on board us three large and twenty-six small Canoes, full of *Eskimaux Indians*, whose Business was to trade. The Commodities they brought, were Whale-bone and Seal Skins, in exchange for which we gave them Hatchets, Saws, Gimblets, &c. Their Stock was not great, but we made a considerable

Profit by our Dealings with them. On the other hand, they thought themselves so well used, that they were desirous of continuing their Traffick as long as possible ; in order to which, when they had disposed of all their Goods, both Men and Women were very eager in stripping themselves almost naked, that they might sell their Clothes, which they did for Knives, Pieces of Iron, and such like. We observed an odd Custom they had, which was that of licking every thing they bought before they put it into their Canoes. A more particular Description of these People may possibly prove entertaining to the Reader, and as it cannot come in any where with greater Propriety, I shall give it here, as succinctly and exactly as I can. These People are of a middle Size, robust, and inclinable to be fat, their Heads are large, Faces round and flat, their Complexions swarthy, Eyes black, small and sparkling, Noses flat, Lips big, Hair black and lank, Shoulders broad, Limbs proportionable, but Feet extraordinary small. Their Behaviour is chearful and sprightly ; but they seem to be very subtle, designing, cunning and deceitful, great Flatterers, much addicted to pilfer from Strangers.

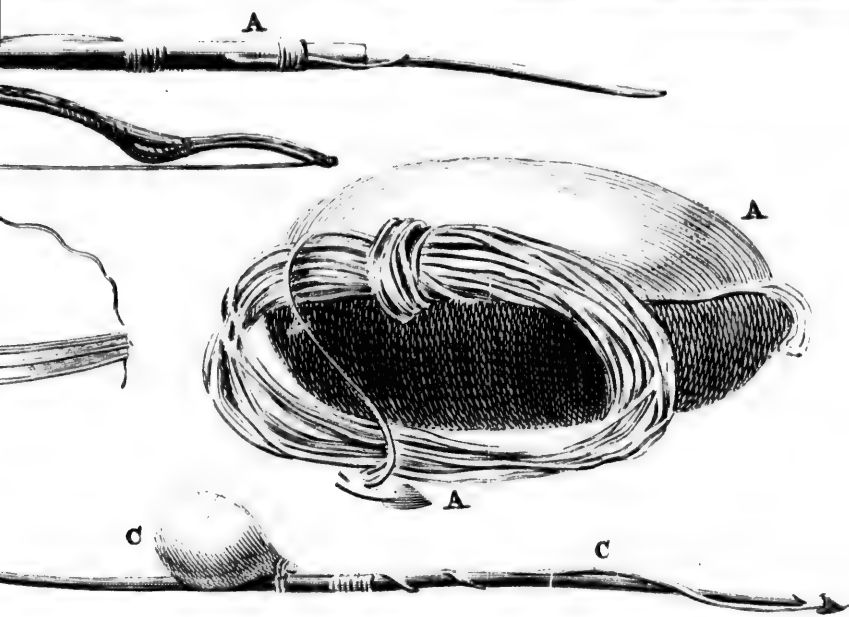


A Small Harpoon, its Bladder & Barb,  
with Seahorse Tooth.

*Eskimaux making Fire &*



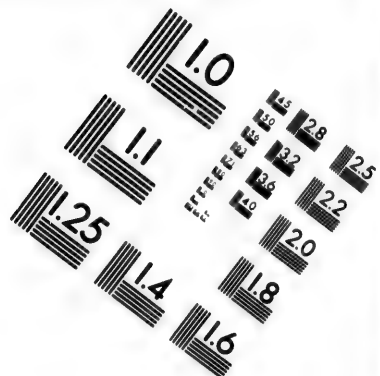
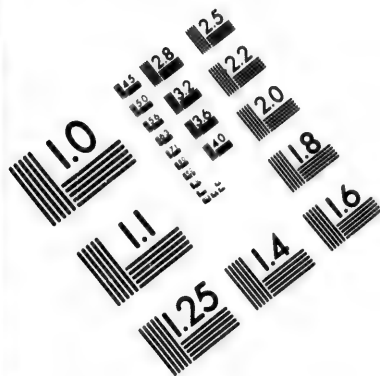
*A The Great Harpoon for Whales w<sup>th</sup> its Barb Coil, & Buoy. B The Bow & Arrow with the Instrument to dart it at the Seals. D The Snow Eyes. E The Breast Ornaments.*



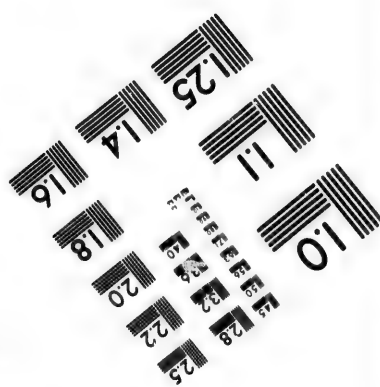
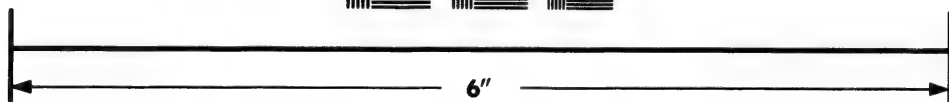
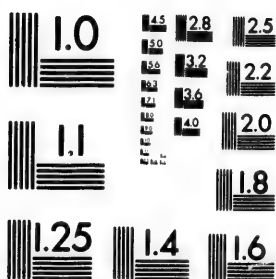
*l, & Buoy. B The Bow & Arrow. C The Small Harpoon, its Bladder & Barb, Eyes. E The Breast Ornament made of a Seahorse Tooth.*







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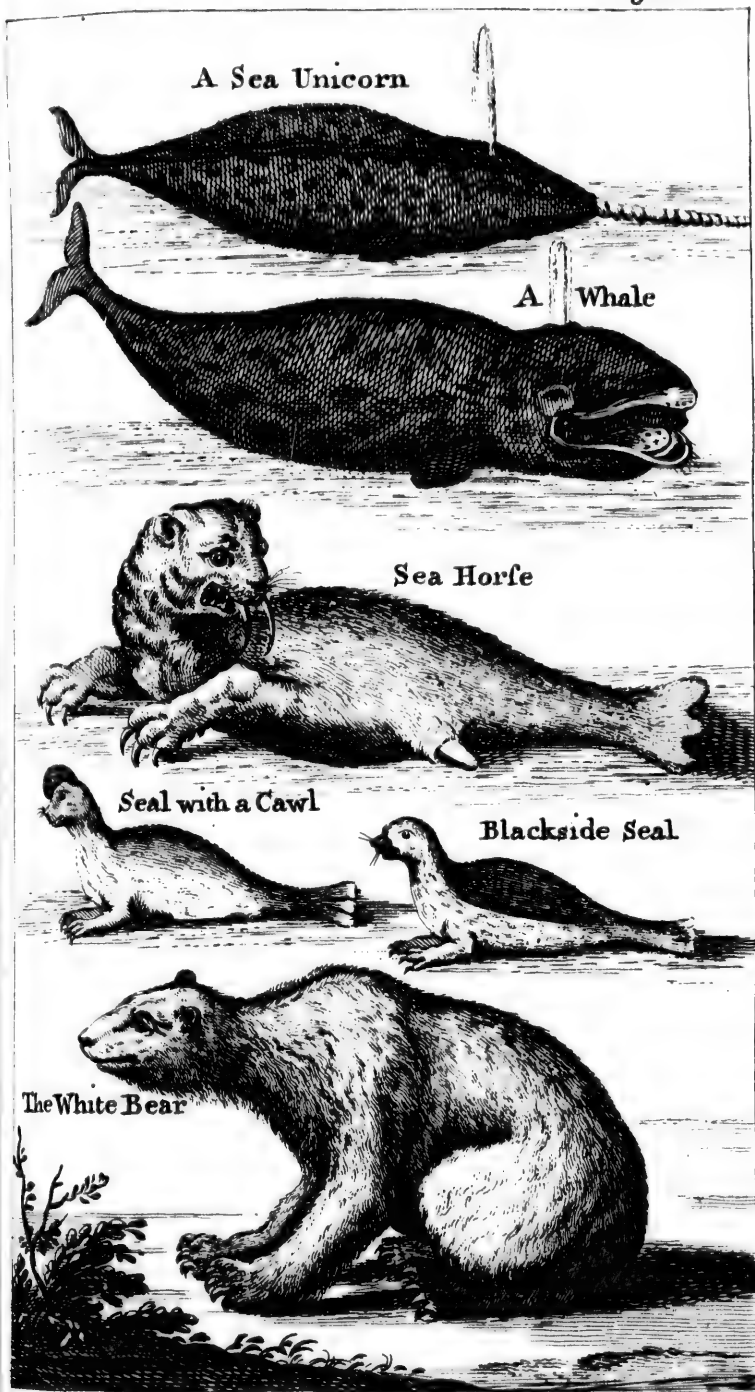
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bone, very slender, and covered with Seal-Skin-Parchment all over, a Hole in the middle excepted, which has a Rim of Whale-bone or Wood round about it to prevent the Water coming down off the Deck, and affords only room for one Man to sit in, his Feet stretched forward, and sometimes a Skin laced about his Waist from the Rim before-mentioned, which effectually shuts out all Water. The Seams they rub with a kind of Pitch or Glue, which is said to be made of Seals Bladder ; in these Boats they carry their little Conveniences and Instruments for killing Whales, Sea-Horses, Sea-Unicorns, Seals, &c. at all which they are very expert ; they likewise carry Slings and Stones in their Canoes, which they use very dextrously, and can do Execution at a great Distance. Their Harpoons are headed and pointed with Sea-Horse Teeth, the upper End serves to spear the Whale, or other large Animals, when they are struck, the more readily to dispatch them ; the lower End is made use of to strike the Fish, and introduce into his Body a Barb tipped with Iron, which remains there whilst the other part of the Harpoon disengages itself readily and comes out. To this Barb is fastened



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a Thong of Sea-Horse-Hide, at the end of which is a Seal Skin blown up, which serves as a Buoy to shew where the Whale is when he goes down, and prodigiously fatigues him as he swims. At last having entirely exhausted his Force, he grows faint, and with some small struggle he expires. They then with their Canoes tow him ashore, strip him of his Fat or Blubber, which serves them for Food, and to burn in their Lamps in the Winter.

BESIDES these small Canoes for the Men, which are sharp at each End, about twenty Feet long, and eighteen Inches or two Foot broad, paddled by one Paddle, broad at each End, which serves both Sides without changing it; they have Boats much larger, that are open, and rowed by the Women; these are made of the same Materials as the former, and will carry above twenty Persons.

As to the Dress of these People, there may much be said, and that too not unentertaining, however, I shall be very concise. The Mens Clothes are of Seal Skins, Deer Skins, and sometimes also are made of the Skins of Land and Sea Fowl sewed together; each of their Coats has a Hood like that of a Capuchin, is close from the Breast before like a Shirt, and reaches not lower than the middle of the Thigh; their Breeches are

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close before and behind, gathered like a Purse with a String, and tied about their Waists; they have several Pair of Boots and Socks, that they wear one over another to keep them warm, and which keep out the Water. The Difference between the Drets of the Men and the Women is, that the Women have a Train to their Jackets, that reaches down to their Heels. Their Hoods are also larger and wider at the Shoulders, for the sake of carrying their Children in them more conveniently on their Backs, and their Boots are a great deal wider, and are commonly stuck out with Sticks of Whalebone, because when they want to lay their Child out of their Arms, they slip it into one of their Boots, till they can take it up again. Some few of them wear Shifts of Seals Bladders sewed together in pretty near the same Form with those in *Europe*. In general their Clothes are sewed very neat, which is performed with an Ivory Needle, and the Sinews of Deer split fine, and so used for Thread. There is likewise a good deal of Taste and Judgment discovered in the manner in which they adorn them with Stripes of different coloured Skins, sewed in the manner of Borders,



Borders, Cuffs and Robings for their Clothes, which altogether look very tight, neat, and even elegant, or at least handsome as well as convenient.

IF their Clothes and other Necessaries are well contrived, their Snow-Eyes, as they very properly call them, are no less so. These are Bits of Wood or Ivory, neatly formed to cover the Organs of Sight, and tied at the Back of the Head: In each Piece of Wood are two Slits, of the same Length with the Eyes, but narrow; thro' which they see very distinctly, and without feeling any Inconvenience. This Invention prevents Snow-Blindness, a very grievous and painful Distemper, occasioned by the Action of the Light, strongly reflected from the Snow upon the Eyes, more especially in the Spring, when the Sun is pretty high. The Use of these strengthens the Sight prodigiously, and becomes so habitual, that when they would observe any Object at a great Distance, they commonly look through them, as we do through Telescopes.

THE same Spirit of Invention shews itself full as much, or rather more, in their Instruments for Fishing and Fowling:  
Their

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Their Darts and Harpoons are very well made, and answer their Intentions perfectly well; but their greatest Ingenuity is shewn in the Structure of their Bows, made commonly of three Pieces of Wood, each making a part of the same Arch, very nicely and exactly joined together. They are commonly of Fir, or Larch, which the *English* there call Juniper; and as this wants Strength and Elasticity, they supply both by bracing the Back of the Bow, with a kind of Thread or Line made of the Sinews of their Deer, and the Bow-String of the same Material. To make them draw more stiffly, they dip them into Water, which causes both the Back of the Bow and the String to contract, and consequently gives it the greater Force; and as they practise from their Youth, they shoot with very great Dexterity. Thus much I can report of these People from my own Knowledge; and I shall next add a few Particulars from the best Information I could obtain.

THE very Orthography of the Word *Eskimaux* plainly proves it an *Indian* Appellative, with a *French* Termination; and we are told by a celebrated Writer of that Country, that it is derived from the Words

*Abe-*

*Abenaki Esquimantfic*, which is as much as to say, *An Eater of raw Flesh*; and indeed this seems to be a very rational Etymology; for so far as it is hitherto known, the *Eskimaux* are the only Nation that eat Animal Food absolutely raw. It is from hence, from the Whiteness of their Skin, and from their having Beards, which no *Indians* have, that they are believed to be the same People with the *Groenlanders*; nor is this at all improbable, when we consider the Narrowness of *Davis's* Streights, and that Kind of vagabond Life to which this whole Nation are addicted. The Character generally given of them is none of the best; for we find them represented by Travellers of all Nations, as cunning, thievish, treacherous, cruel, fawning, and suspicious. But if they are really descended from the *Groenlanders*, we may possibly, when we come to know them better, consider them in another Light. For the *Danes*, settled in that Country, have observed of its Inhabitants, that tho' they have a strong Tincture of all these Vices, yet the bad Effects of them are felt only by Foreigners, and amongst themselves they are strictly honest, chaste, temperate, and full of Compassion; but believing

ing the rest of Mankind to be of another Race, and for that Reason naturally Enemies to them, they confine all their social Virtues to their own Nation, and look upon the rest of the World not as Strangers only, but Enemies. It may be when we come to have a constant Commerce with the *Eskimaux*, they may abate of their Barbarity, since the *Groenlanders* are now so well reconciled to the *Danes*, that are settled in their Country, as to leave off pilfering and stealing from them; and many other bad Customs, for which, in former Times, they were infamous. These Observations may suffice with respect to the *Eskimaux*; and therefore we will now resume the Journal of our Voyage.

THE 13th of *July* we fell in with Abundance of low Ice, from five to ten Fathoms thick, through which we sailed with much Caution, and without much Danger or Difficulty, except where the Pieces were very thick and close. Whenever this happens to be the Case, it is very dangerous to drive against a large Piece, especially with great Force; for it is the same as a Rock, if it is not broke by the Shock; and this is the Reason all the Ships frequenting icy Seas are made

*the Dobbs and California.* 141

made very strong and thick in Timber, more especially about the Bows; and all this is found little enough too, there being frequent Instances on the Coasts of *Greenland*, and in *Davis's Straits* of Ships being stove by it.

MR. *Cotes*, who is a Commander in the *Hudson's Bay* Company's Service, has lost two Ships, one by running against a Piece of Ice in the Night, off *Cape Farewell*, by which Stroke the Ship foundered; and another in *Hudson's Straits*, where two large Pieces of Ice, by strong Tides setting different Ways, were driven together with great Force; the Ship being between them, was so squeezed together, that she sunk as soon as the Ice separated; but very fortunately in both Accidents, the Men were saved by another of the *Hudson's Bay* Ships, for they always keep Company on the outward-bound Passage. It is also related, on credible Evidence, that one of the Company's Sloops going between *York Fort* and *Churchill* was in like manner caught betwixt two Pieces of Ice, and upon their meeting she was raised quite out of the Water, and left dry upon one of them; but she receiving no Damage by that strange Accident, when the  
Ice



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Ice opened, the People launched her, and proceeded on their Voyage.

It is very easy to discover our Approach towards such Ice, for the Air immediately changes its Temperature, from warm to cold ; besides, thick Fogs generally accompany it ; but these lie low upon the Surface, often not so high as the Ship's Masts Head ; so that it has sometimes happened that the *Eskimaux* have walked from the Land to the Ships upon the Ice, before those aboard have discovered it. It is common to see the Ice thrown above the Horizon, at least  $6^{\circ}$  ; so that you will descry it at a much greater Distance than if the refractive Power of the Air was not so great.

THE 17th the Ice being very thick about us, we made fast to a very large Piece of it, with several Ice Anchors and Ropes. It is requisite in such Cases to make Choice of the largest Piece that can be found for this Purpose, because having more hold of the Water, it is less affected by Winds and Currents (which generally run on the Surface) so that all the small Ice is drove from about us in Time, and we are left at liberty to proceed. Here we unhung our Rudder, which traversed very stiffly, and made it

*the Dobbs and California.* 143

go easier ; and the Crew of the *California*, as well as we in the *Dobbs* Galley, filled our empty Casks with fresh Water out of the Ponds that are commonly found upon the Ice. The 18th we had a good deal of Lightning and Thunder, which, however does not frequently happen here ; and may not the Reason of this be, that the *Aurora Borealis*, that is common both in Winter and Summer, kindles and disperses those sulphurous Vapours that would otherwise produce Lightning and Thunder? We now found the little Pools of Water on the Ice froze over almost every Night, especially if the Wind was Northerly.

THE 19th the great Piece of Ice we were fast to, separated in several Places, and dispersed ; upon which we made fast to another ; but the Ice quickly opening, we got under an easy Sail, and stood through vast Quantities of it till towards Evening, when we grappelled again, the Island of *Cape Charles* in View, distant about seven Leagues to the Southward : In this Manner we continued much incommoded with Ice, which would be tedious to recite in a particular Manner, now making fast, then casting loose, traversing and sailing through it until



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till the 30th, when we got into clear Water, a-breast of the Island of *Salisbury*, almost at the West Entrance of *Hudson's Straits*. If I was to give any Directions for avoiding the thickest of the Ice in these *Straits*, it would be to keep pretty near the North Shore, for we always observed that Side much the clearest, as not only the Winds blow mostly from thence, but Currents too come out of most of those large Openings which are on that Side.

THE 2d of *August* we doubled *Cape Diggs*, and on the 4th passed the Island of *Man-sel*. Between this and *Cape Southampton* we found a dead Whale floating, in which was an *Eskimaux* Barb, with a Thong of Sea-Horse Hide fast to it ; it had been killed some time by those People, and was a good deal decayed, Part of the Bone was fallen off, but the Remainder we saved, as also two Casks of Blubber, and then left it.

THE 11th we made the Land on the West Side the *Welcome*, in Latitude 64° North ; as it was then late in the Afternoon, and we at a considerable Distance, the Captain thought it not prudent to send the Boat from the Ships to make any Trial there, but deferred it, in hopes of doing it next Day ;  
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in the mean time it began to blow very hard Southerly, so that it became necessary to stand off Shore, for fear we should be embayed ; the Gale continued the 12th, but shifted to the Northward, so that we could not get in with that Part of the Coast we left. *Marble Island* was the next Place we saw on the 19th : There the Long-Boats of each Ship were sent, commanded by the chief Mates, with whom I went ; our Business was to procure a Knowledge of the Time, Direction, Velocity, and Height of the Tides, and to observe every other Circumstance, that might furnish any Lights towards the Discovery of a Passage, which was executed, and a Report made to the Council, on our Return, upon the 16th, importing, that we saw several considerable Openings to the Westward of this Island ; that the Flood Tide came from the North East, the Course of the Coast ; that it was High Water there, at Four o'Clock, full and Change of the Moon, and rose about Ten Feet. Nothing farther was done this Season towards a Discovery ; but a Resolution was agreed to, by the Majority of the Council, to bear away for a Place, proper

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for our Winter Quarters; the Purport of which Resolution, was to the following Effect, *viz.*

‘ THAT whereas the Season was far advanced, Winds contrary, and unfavourable  
 ‘ for a further Search of the broken Lands  
 ‘ to the Westward of *Marble Island*, and  
 ‘ the Certainty of a Passage being yet undetermined, it was thought proper to  
 ‘ Winter in some Part of *Hudson’s Bay*, in  
 ‘ hopes of a more favourable Opportunity  
 ‘ the succeeding Season to prosecute the Discovery. Port *Nelson* was fixed on for this  
 ‘ Purpose, as being preferable to any other  
 ‘ Place, it being clear of Ice the soonest,  
 ‘ abounding with Wood, Venison, and other  
 ‘ Game, necessary for the Preservation of  
 ‘ the People, &c.” which Act of Council was signed, and the Ships bore away accordingly, upon the 17th, for their Winter Quarters.

BEFORE we absolutely leave this Island, I shall venture to give a succinct Description of it, as it appeared to me. The Center of it lies in Latitude  $62^{\circ} 55'$  North, Longitude  $92^{\circ} 00'$  West from *London*; its greatest Length from East to West six Leagues, its Breadth two or three Miles. High at the West End, and low at the East, the Land is

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one continued Rock, of an hard and white kind of Marble, tho' interspersed in some Places with Spots of different coloured Stone, as green, blue, and black. The Tops of the Hills are prodigiously rent and shattered, Numbers of huge Rocks are confusedly huddled together, as if by an Irruption; for under them are deep Caverns, where one may hear a great Noise, as of considerable Streams rolling over Rocks. By the Water that oozed out of the Clefts of the Rocks in many Places, I imagined there might be Copper, or other Mines; for in one Place it was of a green Colour, tasting like Verdigrease; in another perfectly red, and dying the Stones, over and through which it passed, of the same Hue. In the Vallies was a shallow Soil of Turf, but very little Herbage, and several Pools of fresh Water, in which were Swans, Ducks, &c. and hard by some Deer grazing, which come from the Main, lying about four Leagues to the Northward, either upon the Ice in the Winter, or swim over in the Summer: This they can do very swiftly, and can hold it to a great Distance. We found many Tracts of the *Eskimaux*, as Stones set, one upon another, either as Land-Marks, or in Consequence of some superstitious Custom;

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besides many Graves, or large Heaps of Stones, under which their Dead lie buried; and the Foundation of some of their Huts, which are built circular, and in the Form of a Bee-Hive, with Stone and Moss. Between this Island and the North Main, is tolerable good riding in eight, ten, or twelve Fathoms Water, clear and good holding Ground, but the only Harbour is at the South - West Part of it. The Entrance is but narrow and shoal, having no more than thirteen Feet Water at the Height of common Tides, but within it is capacious enough to hold one Hundred Sail. It is very difficult to discover the Mouth of it, being covered by a low rocky Isle, upon which the Sea breaks pretty high, and this must be kept on the Larboard hand going in. I thought it the more necessary to mention this Harbour, as it had been represented to Mr. *Dobbs* as a very fine one; which indeed it would be, if its Entrance was deeper, but as it is, can only serve for Vessels of small Burthen. So much for *Marble Island*; now let us return to our Voyage.

IN our Passage from this Place to *Port-Nelson*, we had very blustering Weather, attended with Snow, Sleet, and thick Fogs.

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*the Dobbs and California.* 149

We arrived in sight of the Shoals of that River on the 25th of *August*, and anchored during the Ebb-Tide, about two Leagues from them. These Shoals are very dangerous, as they lie four or five Leagues off Shore, and stretch from North to South about ten Miles; as they are dry at Half-Tide, the Sea breaks high upon them: Their Center lies in Latitude  $57^{\circ} 50'$  North. The best way to know when you approach them, is to observe where the Water shoals, and the Bottom grows hard, but the contrary as you leave them.

THE 26th, the Weather being fine and moderate, the Boats of each Ship were sent a-head to sound, and to erect a Flag, as a Mark to sail over the Flats at the Mouth of the Southern Branch, or *Hayes's River*: This was to be raised at a good Anchoring-Place, called *Five-Fathom-Hole*, within seven Miles of *York-Fort*, and accordingly was done. The *California* got safe to an Anchor there, but the *Dobbs* came a-ground on the Flats, and had it blown hard, must inevitably have been lost. The Governor, seeing us in this deep Distress, in order to complete it, sent his Boat and People to cut down the Beacon, which was the only proper



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Mark we had to guide us into a Place of Safety, when we might get the Ship afloat. All that Mr. *Holding*, Captain *Smith's* Lieutenant, could say to dissuade them from it, was ineffectual; they cut it down; at the same Time they acknowledged, that when they received those Orders, the Governor very well knew who we were. This Beginning gave us but too well to understand what Treatment we were to expect there.

IN the mean Time, the *Dobbs* floated, and the 27th got to an Anchor near the *California*. There we received a Letter from the Governor, desiring us not to come any nearer the Factory, without sending a proper Authority from the Government, or *Hudson's Bay* Company, for so doing, or he would use his utmost Strength and Endeavour to prevent us. The Answer given by us to this extraordinary Message, was to the following Effect: That we found ourselves under a Necessity of Wintering in some Part of the Bay; for which Purpose we chose this as the most convenient; and that we expected Shelter and Assistance, as Subjects of *Great-Britain*, and People who had no Intentions to molest the *Hudson's-Bay* Company's Trade, or who were directed by any Motive

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tive in coming thither other than the Security of the Ships, and the Preservation of the People ; and in short, that we were resolved to winter thereabouts. Mr. *Holding* and I went with this Answer, and were received by the Governor in a very haughty and disrespectful manner ; after which several Letters passed between the Governor and us, endeavouring to dissuade us from having any Thoughts of wintering near him ; but as they served for no other Purpose, than to amuse and perplex us, the Correspondence was soon over, and is indeed hardly worth a Relation.

As it had been our Intentions, and the Resolution of Council, to winter at *Port-Nelson*, and not at this Place, it occasioned both Captains, and several of the Officers, with the Boats of each Ship, to make a short Trip, in order to examine that River. We set out the 30th Instant, for this Purpose, and arrived there the same Day. We found it answer in every Respect our Expectations ; inasmuch as this is the finest River in *Hudson's - Bay*, navigable for many Leagues, having a Communication with the great Lakes behind *Canada*, and upon which, of all others, the most advantageous

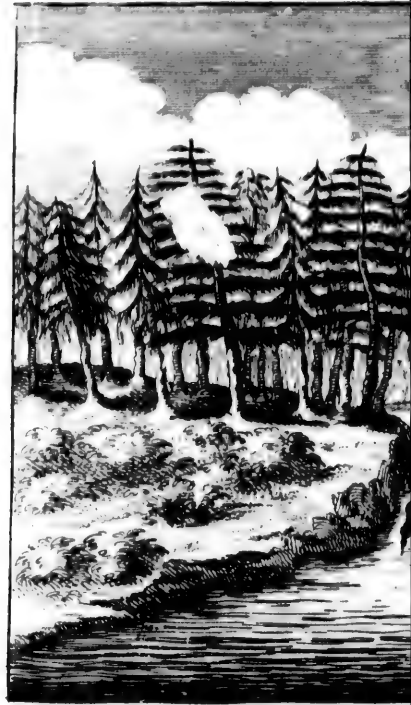
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Trade might be carried on, provided Settlements were made about thirty Leagues up. There the Climate is, what may justly be stiled temperate; the Distance from the *Indians* less, as well as the Danger and Difficulty of transporting their Goods, in small Canoes; and whereas now they come but once a Year to the Factories, they might, if the Settlements were higher up, come twice or three Times, and in much greater Numbers. The Inconvenience and Difficulty they find to support themselves, on such long Journeys, the Cold they feel on approaching the Shores of that icy Bay, the Labour of so long, so precarious, and so dangerous a Carriage, which are great Discouragements, and of which they heavily as well as justly complain; would all be removed.

BUT to return: This River is about two Leagues wide at the Entrance, with a very good Channel, about a Mile broad, and from five to fifteen and twenty Fathom deep, lies in Lat.  $57^{\circ} 30'$ . It's Banks are low, and covered with large Woods, chiefly Spruce, Fir, Poplar, Birch, Larch, Willow, &c. and abounds with Deer, Hares, Rabbits, Geese, Ducks, Partridges, Pheasants, Plover, Swans, and many other Fowl  
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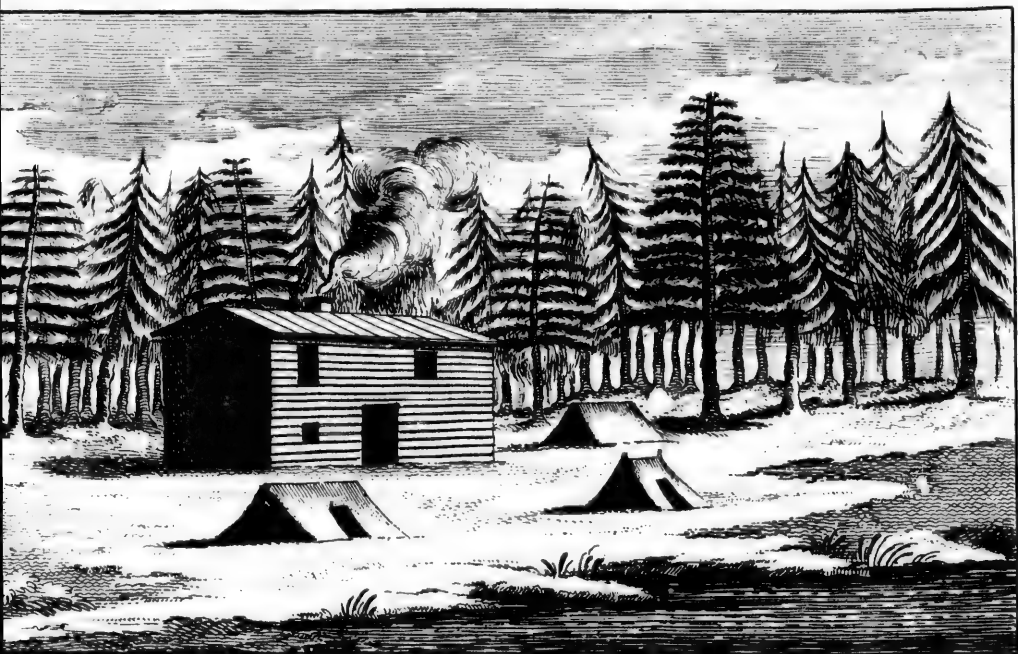
*The Wintering*



*A View of Montic*



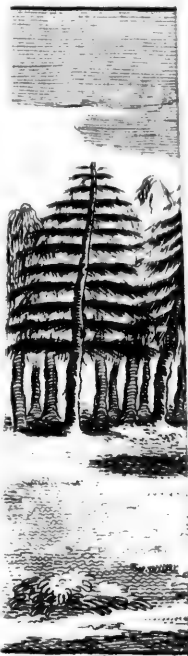
*The Wintering Creek in Hayes River.*



*View of Montagu House from Beaver Creek*



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in their proper Season, as also Fish in great Plenty, and in as great Variety. These Advantages were not sufficient to tempt the Captains to repass the Shoals, or expose the Ships to any Danger, in going round by Sea to enter it at it's proper Channel; so that they were determined to lay the Ships in some Part of *Hayes's River*, during the Winter. With this View we ran three Miles farther up it, the 3d of *September*, and landed several of our Stores to lighten the Ships, sent the Boats with Officers to look out for a safe Creek to moor in, which was found five Miles above *York-Fort*, on the South Side of the River.

THE Governor being now convinced of our Intentions to winter there, used his utmost Endeavours, that we might lay our Ships below the Fort, in a Place open to the Sea, where they would have been in all Probability beat to Pieces, either from the Waves of the Sea setting in, or the breaking up of the Ice; but as his Arguments were of no Efficacy in persuading us, and finding himself disappointed in this, as in his former Schemes, being still resolved to distress us as much as possible, he sent most of the *Indians*, whose chief Employment is to kill Deer,



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Deer, Geese, &c. into the Country, on purpose, that we might not make use of them in that Way, or be in any wise benefited by their means.

WE spent our Time to the 11th, in lightening and preparing the Ships for their Quarters : On the 12th, ran up a-breast of the Fort, and anchored there, and landed the Remainder of our Provisions and Stores. Here we dug a Hole twelve Feet deep to bury our strong and small Beer in, to preserve it from the Frost.

IT was the 26th, notwithstanding all the Diligence we could use, before the Ships were secured in the Creek ; This being effected, we turned our Thoughts on the Methods necessary for our own Preservation ; being certain there was no Possibility of living aboard the Ship for Cold, wherefore some of the People were employed in cutting Fire-Wood, others in building Log-Tents. This is a Contrivance borrowed, as I suppose, from the Natives ; and ours were made of Trees hewn and cut, about sixteen Feet long, raised close together, their Ends lying one against another at the Top, but extending at the Bottom, in the Form of the Roof of a Country-House. Between these  
Logs

*the Dobbs and California.* 155

Logs the Vacancies were stuffed with Moss, and that being plaistered over with Clay, made a warm Hutt; the Door was low and small, a Fire-Place in the middle, and a Hole over it, to let out the Smoke.

BUT the grand Business, and what engrossed most of our Attention, was the building a House for the Captain and Officers to dwell in. The Situation we chose for it, was equally pleasant and convenient; it was on an Eminence surrounded with Trees; the main River was half a Mile distant to the North West; the Creek where our Ship lay, near the same Distance; on the South West we had a handsome Basin of Water, called the Beaver Creek, about 150 Yards distant in Front, which looked like a grand Canal, in Prospect; and thick and tall Woods protected us from the North and North-East Winds. The Situation chosen, I drew a Plan of our intended Mansion, which the Captains approved of. The House, according to this Plan, was to be twenty-eight Feet long, and eighteen Feet broad; to have two Stories, the lower one to be six, and the upper seven Feet high; the Captain and some of the principal Officers were to lie above, and the

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Remainder below, as also the Subalterns and Servants. The Door was to be in the middle of the Front, five Feet high, and three broad, with four Windows above Stairs, one in each Captain's Room, and one at each End, to enlighten the Passage and the Officers Cabins. The Ridge of the Roof was to be but a Foot higher than the Side-Walls, in order to let the Wet drain off, and to keep the House the warmer by being close and low. The Stove was to be placed in the Center, that every Body might partake equally of it's Heat.

THESE Matters being thus adjusted, all Hands were set to Work: Trees cut down and hewed, Planks sawed, the Walls begun, by placing one large Log upon another, with Moss between, and nailing them down: In a Word the House was raised, covered and almost finished by the 1st of *November*. In the mean Time, the Weather was become excessively cold, tho' the Season had been very open and favourable to what it usually is. The Winter began in the latter End of *September* with Sleet, and large Flakes of Snow, and frosty Nights; troublesome enough, but not seeming to merit the terrible Reports

Reports given of these Winters by some Authors.

ON the 5th of *October*, we had much Ice in the Creek, and by the 8th it was fast froze. Until the 30th we had Snow, Frosts, and moderate Weather, alternately, and that Day being his present Majesty's Birth-Day, we hoisted our Colours, and fired twenty-one Guns. The 31st, *Hayes* River was froze quite hard, so that now we had some Experience of what was to be expected from an *Hudson's-Bay* Winter.

THE 2d of *November*, we could not keep the Ink from freezing at the Fire. On the 3d we discovered all the bottled Beer froze solid, tho' packed up in Tow, and near a good Fire. The 6th the Cold became insupportable aboard, so that the Sailors were distributed among the several Tents, which were assigned for their Conveniency and Preservation in the Woods, and the Captains, Officers, &c. went to live in their new House, which by this Time was finished: It was christened (in the Sea-way) MONTAGUE-HOUSE, in Honour of that worthy Nobleman, and generous Patron of all useful Undertakings, his Grace the DUKE of MONTAGUE; who, from his considering

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ring this Expedition in that Light, was one of our Subscribers.

WE likewise began about this Time to put on our Winter Dress, which consisted of a Robe of Beaver Skin, with the Furr on, which reached to our Heels, and two Waistcoats under it, a Cap and Mittens of the same, lined with Flannel, a Pair of *Indian* Stockings, over our Yarn ones, made of Broad Cloth or Leather, which reached up to the mid Thigh, with Shoes of soft-tanned Moose or Elk-Skin, under which we wore two or three Pair of Blanket, or thick Duffil Socks to prevent our Feet freezing, which is a thing that nevertheless frequently happens; a Pair of Snow-Shoes, about five Feet long, and eighteen Inches wide, to hinder us from sinking in the Snow, compleated the Dress. This is, properly speaking, the Garb of the *Indians* of this Country, who have taught it the *English*; and than which nothing can be better contrived, both for Convenience and Use. For when we were thus equipped, we were able to stand the keenest Cold, (except only for a few Days) that happened during the Winter.

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*the Dobbs and California.* 159

As in every Country, different Seasons produce, or rather direct Men to different Employments ; so in this, our utmost Skill was shewn, and Industry exerted, in killing Rabbits and Partridges, which is the chief Game to be met with at this Season. The former we caught after the following Manner. We cut down several small bushy Trees, with these we made a Hedge two Feet high, and of what length we pleased, leaving at every twenty Yards Distance, small Holes for the Rabbits to run through, for we observed, that they never attempted to jump over. In these were set Snares of Wire, the Ends of which were made fast to the End of a Pole, that lay over a Crutch, in such a manner, that when the Rabbits entered, and began to struggle, the Pole kicked up, and hung them two or three Feet off the Ground. This Contrivance had a double Conveniency, as it secured us the Game we wanted, and by their being thus suspended, protected them when taken from being devoured by other Animals. They use at the Factories no other Method of killing the Partridges than shooting them, and in this they are very successful, for they are there in very great Plenty ; insomuch

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that some Men may be able to shoot sixty or eighty in a Day's Time, which makes a good Article in the Magazine-List of Winter Provision.

ALL Animals of the Fur kind, are caught in Traps of different Sorts or Nets, and thus the Beaver is most commonly taken. The Construction of these Creatures Dens, Burroughs, or, as they are commonly called, Houses, are very curious and strong, being built of Wood, Stone and Clay, with several Apartments in them for different Uses. The Situation of these Beaver-Houses is always by the Side of a Lake or Pool, for their greater Convenience, and more effectual Security. It would be needless for me to say more on this Subject, as it has been so well handled by eminent Writers, and what I have said, is intended only to confirm, or at least corroborate, what they deliver more at large.

BUT as the Methods used by the Natives in taking them, may not be the same in different Countries, or so generally known as other Circumstances relating to them, I shall be more particular. The manner of the *Hudson's-Bay Indians* taking them, is first to drain as  
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much of the Water from about their Houses as possible ; this done, and their Door covered with a strong Net, they break in at the Top of the House, which as soon as the Beavers discover, they run to the Door to make their Escape, and are there entangled in the Nets, seized by the *Indians*, and immediately skinned. These Skins they spread to dry in the Sun, and eat the Flesh, which is very fat and delicious.

As *November* set in with keen Frosts, so they continued through the whole of that Month, without any other Alteration than freezing with more or less Severity, as the Winds changed. When the Wind was Westerly or Southerly, the Cold was very supportable ; but as it changed to the North West, or North, it became immediately excessively keen, and often attended with a Sort of Snow, no larger than so many Grains of Sand, which drifted with the Wind in Clouds, from every Plain, or flat Place, that lay exposed to it. This made it very dangerous to be out in any such Plains, or upon the River, at those Times, as this drift Snow is commonly so thick, that one can scarcely see twenty Yards ; nor is there any Tracks or Paths left to direct one ; all being very

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speedily levelled by the Snow. Sometimes when they have been thus caught, People have wandered in the utmost Danger of being froze to Death, for many Hours, upon the Ice of the River, not half a Mile from the Factory, and yet, from the Causes before-mentioned, could not find their way thither.

BUT these severe Colds are not felt above four or five Days in a Month, and generally about the Full and Change of the Moon, which is observed to have a mighty Influence on the Weather in these Parts. Then it is very tempestuous; the Wind at North West, one may say constantly in the Winter; and generally at those Periods in the Summer. But at other Times, tho' there is a continued hard Frost, yet it is pleasant enough; the Winds are variable and moderate; and one can very well go abroad either shooting or trapping.

THE People now began to come from their Tents, weekly, for their Provisions out of the Ship, of which they used but little, in the Beginning of the Season, while the Rabbits were Plenty, nay, they in a good Measure supplied us at *Montague* House with them. What Things they had to carry backward or forward, they drew after them

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them upon small Sledges, made of about a dozen thin Staves joined together, four in Breadth, and turned up at one End, that they might the better and more easily slide over the Snow. One Man may conveniently draw on such a Sledge, above a Hundred Weight, fifteen or sixteen Miles in a Winter's Day. The Dogs in this Country are of the Size of common Mastiffs, and by Nature never bark, but growl when they are provoked; and these Dogs being the only Beasts of Burthen, used there by *English* or *Indian* will draw much more, and that to a greater Distance, if necessary. In long Journies, through deep Snows, the Men generally go before them to beat a Path with their Snow Shoes; the Dogs soon grow accustomed to whatever they are taught, and being docil and tractable are very useful. They are regularly fed by the *English* upon the same Allowance as the Men; but the Natives are quite remiss in this Respect, so that theirs live chiefly on what they can get.

BESIDES these small Sledges, we had others more large and strong, for carrying great Weights; these were of the same Form as those before described, but ten or twelve Feet long, and three wide, they re-

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quire twenty or thirty Men yoked to draw them. The first Time of their going to the Factory, was the 8th of *December*, from whence they brought two Casks of Brandy for Christmas Cheer, which Season is generally celebrated in this Country by the *English* (so easily are the best Institutions corrupted) by immoderate Drinking, and all the Folly and Madness that attend it.

AT this Time a general Council was held at *Montague House*, where Captain *Moor* proposed to lengthen, raise, and deck our Long-Boat, for the Use of the Discovery; which, after some Deliberation, was resolved upon by a Majority. It is very certain that no Measure could be more suitable to our Business than this; for it would have been very dangerous to make so close a Search with the Ship, as was necessary, upon an unknown Coast, with variable Weather, frequent thick Fogs, and Ice in Bays, and Inlets amongst broken Lands and Islands, Rocks and Shoals, without any Knowledge of Harbours, Tides, Currents, or the Direction of the Coast; whereas the Danger with a small Vessel is nothing in Comparison. For it is certain that with such, one may keep within a Mile of

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the Shore, go amongst Rocks, and pass over Shoals where a Vessel of any Draught would strike. Besides, if she came a-ground, we could set her off; or if she was lost, the Ship was a safe Retreat; a Chance of saving one's self, in case of such Accidents, supplied us with more Courage and Boldness than perhaps, otherwise, we should have had.

THIS material Affair being agreed on, the Boat was drawn to a fit Place, by the Side of the Creek, on a high Bank sheltered by Trees; there a Log-Tent was built over her, covered with Sails, with a Fire-place in the middle. This was judged requisite to be done, that the Carpenters might be able to work on her during the Winter, and so have her compleat, and in a Condition fit for Service, when we should come to want her in the Spring. The Reader will perceive, that by these Dispositions every Method was taken that Reason could suggest, for making the Winter tolerable; and I shall hereafter shew, that our Precautions were attended with as good Effects, as we could expect from them; so that there need not for the future be any such dreadful Apprehensions of exposing People to insupportable Hardships, in case

of their being obliged to winter in these Parts, while employed upon this Discovery. But in order to do this more effectually, and that the Reader may form a better and clearer Notion both of what has been said, and of what I shall be obliged farther to say upon this Subject; it will be proper that I should insert here as distinct an Account, as it is in my power to give, of this Country, and every Thing relating to it, which I shall do with the utmost Plainness, and the strictest Regard to Facts possible.

IT is true, that in order to give such a full and particular Description, I shall be obliged to repeat many Things that have been already said by others; but this, I hope, will be thought no inexcusable Fault in me, because it is absolutely necessary to my Design; and because I do not repeat them either in the Words of those Authors, or upon their Authority, but from my own Knowledge. It will be also requisite for me to say somewhat of the Conduct and Behaviour of our Countrymen that reside in those Parts; and if in doing this, I should give any Offence, it may be depended upon that it does not proceed from any kind of Prejudice, or personal Resentment, but  
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from that Regard to Truth, which it becomes a Man to have, who writes from no other Motive than the Information of the Publick. I must farther beg leave to add, that as I am not instigated by any kind of Rancour, so I am as far from writing under the Direction of any Sort of Influence; there being no kind of Intention in me to recommend myself by what I deliver in this Narration to any Set of Men whatever, farther than may arise from the Sincerity of my Relation, and my setting down freely and fairly those Observations that I had an Opportunity of making, by the Share I had, and my Station, in this last Expedition. To these the Publick seem to have a Right, as well from the important Consequences with which the North West Passage, whenever it is discovered, will be attended to the Nation in general; as to those who are immediately concerned in making that Discovery, as from the great Attention that has been shewn to this Undertaking, and the considerable Reward that the Legislature has been pleased to offer to encourage it. When such Steps as these are taken by the great Council of the Nation, and when, out of Respect to their Proceedings, all the pub-



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lick Boards in this Kingdom have given, whenever applied to, whatever Assistance, Protection, or Indulgencies could be reasonably expected or desired from them, it certainly lays every private Man under the strongest Obligation, where, by good Fortune, it lies any way in his Power, to contribute all he can to the facilitating so great a Design; and the Honour he has in promoting it, ought certainly to overballance any Concern or Apprehensions he may be under, of disobliging such, as may possibly have an Interest in preventing the Discovery of a North West Passage, and who have nothing but their private Interest in that Respect, to plead in Excuse of the Methods taken to discourage it.

THE Coasts of this Country, which are now tolerably well known, extend from the Latitude of about  $51^{\circ}$  to  $68^{\circ}$  *North*, having *Hudson's-Bay* to the *East*, *Canada* to the *South*; but as for it's Boundaries to the *West* and *North*, they are as yet undiscovered. In the Southern Parts, and where we wintered, the Soil is very fertile; the Surface being a loose dark Mould, under which are Layers of different coloured Clays, pale, yellow,

&c.

&c. Nigh the Shores the Land is low and marshy, covered with Trees of various Sorts, as Spruce, Larch, Poplar, Birch, Alder and Willow ; within Land there are large Plains, with little Herbage on them except Moss, and interspersed with Tufts of Trees and some Lakes, as also some Hills or Islands, as they are called, covered with shrubby Trees, and deep Moss, the Soil of a turfy Nature.

THERE are great variety of Shrubs and Plants, many of those that are known in *Europe* ; as the Gooseberry, Currant, Craneberry, Shrubs bearing red and black Berries, which the Partridges feed on, therefore called Partridge Berries. The Plant, by the *Indians* called Wizzekapukka, used by them, and the *English* as a Medicine, in nervous and scorbutick Disorders ; it's most apparent and immediate Effect, is promoting Digestion, and causing a keen Appetite. To this Plant, the Surgeons residing at the Factories, ascribe all the Qualities of Rhubarb ; it is a strong Aromatick, and tastes pleasantly enough when drank as a Tea, which is the common Way of using it. Here also are to be met with Strawberries, Angelica, Chickweed, Nettles, Butterflowers, wild Auriculas, Savine,

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vine, many of the *Lapland* Plants, and others that are unknown to us. By the Sides of Lakes and Rivers there is abundance of wild Rice, which, if cultivated, would make good Food. Long Grass and good Meadow-Ground; and at the Factories, are tolerable Gardens, especially at *York-Fort, Albany, and Moose-River*, where most kinds of *English* Garden Stuff grow very well, such as Pease, Beans, Cabbage, Turnips, and many kinds of Sallads; but then the Country is much more fruitful farther within Land, than at those Places; for there it is much warmer in Summer, and the Frosts are far less severe, as well as the Winter shorter; so that the Ground neither freezes so deep, nor remains so long unthawed.

As to Minerals, there are unquestionably abundance of different Sorts here; I have met with Iron Ore myself, and have been credibly informed, that Lead Ore is to be found on the Surface of the Earth in Plenty at *Churchill*; not to mention a very rich Copper-Mine, from whence the *Northern Indians* frequently bring Pieces to *Churchill*, of which I have one by me; there are likewise great variety of Talks, Spars, and Rock Chrystals of different Colours,

Colours, as red and white ; the former resembling Rubies, the latter of a larger Size, and very transparent, shooting out in pentangular Prisms. A Substance resembling Coal is also found in the Northern Parts, which burns, the Asbestus likewise or Stone Flax is common here ; and a Stone of a black smooth and shining Surface, that separates easily in thin transparent Leaves, resembling the *Muscovy* Talk, which the Natives use, as Looking-Glasses. It also abounds with diverse Sorts of Marble, some perfectly white, and some variously speckled with red, green and blue Spots. Shells are seldom met with ; the only ones I saw were Limpids, Muscles, and Periwinkles ; tho' there are several others, but rarely to be seen ; for all kind of Shell-Fish here chuse deep Water, otherwise they would be froze in the Winter.

THE Air of this Country is never, or at least, is very seldom clear ; in the Spring and Fall of the Year there are heavy wet Fogs ; and in the Winter, the Air is full of an infinite Number of icy Spicula, that are visible to the naked Eye, especially if the Wind be Northerly or Easterly, and the Frost severe ; the Reason of it is this, wherever the Water

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is clear of Ice ; in the Winter, there arises a very thick Vapour, commonly called *Frost Smoak*; this Vapour Freezing is driven by the Wind in the Form we see it. All the Beginning of the Winter, Port *Nelson* River was unfroze in the Stream; this lying to the Northward of us, the Wind blowing from that Point, constantly brought with it Showers of these icy Particles, which disappeared when it was froze.

HENCE also frequent Mock Suns and Halo's about the Moon and Sun, very luminous and beautifully tinged, with all the various Colours of the Rainbow, are very common. Six of these Parhelia or Mock Suns, I have seen at one Time, which to us was very surprizing. The true Sun also rises and sets there, with a large Cone of yellow Light, perpendicular to it; and no sooner does it disappear, than the Aurora Borealis spread a thousand different Lights and Colours over the whole Concave of the Sky, with so resplendent a Beauty, that even the Full-Moon does not efface their Lustre. But if the Moon does not shine, these Lights are much more apparent; for one may then read distinctly by them, and the Shadows of Objects are seen upon the Snow, tending to the *South East*; as the Light

Light shines brightest in the opposite Quarter, where it rises, and whence the Rays thereof are propagated over the whole Face of the Sky, with a waving kind of Motion. The Stars seem in this Country to burn with a fiery Redness, especially those near the Horizon, which strongly resemble a Fire, or a Ship's Light at a Distance.

THUNDER and Lightning, as has been observed, are not very common in Summer, tho' that Season for about six Weeks or two Months is very warm, but when it does happen it is terrible enough; I have seen for a good Space together, the Branches and Bark burnt off the Trees, and was informed it was by Lightning. The Trees in this Country are very easily set on fire, therefore I was the more ready to believe it; the under Side of the Branches of the Spruce and Larch are covered with a black and white hairy Moss, which kindles like dry Flax, running from Tree to Tree, with infinite Celerity, according to the Direction of the Wind, till all the Wood that lies round is in a Blaze; this dries the Timber, so that it makes excellent Firewood, and indeed much Occasion there is for it, for the Winters are cold enough, to require all that can be had.

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WE used to put a Horse Load of Wood, at least, at a Time into our Stove, which was built of Brick, six Feet long, two wide, and three high; when the Wood was near burnt, the Embers were beat off, the Brands thrown out, and the Top of the Chimney stopped, which occasioned a sulphurous, suffocating Smell, and so great a Heat, that notwithstanding the Rigour of the Climate, we frequently sweat. The Difference is so extreme between the Heat within and Cold without, that People who have been exposed to the Severity of the Season without Doors, very often faint on entering the House, and remain for some Time in a kind of lifeless Condition. If a Door or Window was but opened, the cold Air rushed in with great Fury, and turned the inclosed Vapours into small Snow; nor was all the Heat we could raise sufficient to keep our Windows, the Ceiling, or Sides of the House clear from Snow and Ice; those, whose Bedcloaths touched the Walls, were generally froze fast to them by Morning, and our Breaths settled in a white hoar Frost upon the Blankets.

ALL these Accidents followed soon after the Fire went out, as the House cooled, then the



the Sap that was thawed in the Timber with the Heat, froze, splitting it with Cracks, little inferior in Noise to the Report of a Musquet. No Liquid can withstand the Cold if exposed to it, strong Brine, Brandy, and even Spirits of Wine freeze; but the latter not into a solid Mass, but to the Consistence of Oil; when the Weather is between temperate and freezing. All the Liquors under the Proof of common Spirits, freeze to a State perfectly solid, and burst the Vessels that contain them, whether of Wood, Tin, or even Copper. The Ice in the Rivers about us, was above eight Feet thick, and the Snow three deep, but where it drifted much more. Whatever fresh Provisions we could procure, as Deers-Flesh, Rabbits, Partridges, Pheasants, Fish, &c. we kept sweet as long as we pleased, without deriving any Assistance from Salt, for they are instantly froze as they are killed, and remain so from *October* till *April*, when they begin to thaw, and consequently grow moist and spoil.

THE Rabbits, Hares and Partridges change their Colour from the common Brown and Grey, in Summer, to White, in Winter; some are of Opinion they lose their  
Fea-

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Feathers and Hairs with the Colour, but the contrary is evident to all, who have taken any Pains to satisfy themselves in this Respect, at least I can say so much for myself; for in the Beginning of Winter, I have observed the Tops only of the Hair of the Rabbits to be white, while the Roots that were less exposed to the Cold, have been grey; whereas if they had changed their Hair, the very reverse would have appeared at that Season.

BEING now entered on this Subject, of the strange Effects of Cold, let us speak of it in regard to Human Bodies. Several of our People had their Faces, Ears, and Toes froze, but not dangerously. Whilst the Flesh is in that State, it is white and hard like Ice, but by rubbing with a warm Hand, or sooner with a Beaver Mitten, it is thawed, and this Accident is attended with no worse Consequence than leaving a Blister behind; but if the Part is froze deep, and continues so long, it mortifies. We find extreme Cold has the same Effect in this Case, as extreme Heat; and the same Applications cure a Part froze, that would do so had it been burnt. It is very troublesome, when a Person happens to have any Part of his Body  
froze

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froze in the Beginning of the Winter, for the Place grows very tender thereupon, and is much more apt to be froze again, than any other Part.

IN our outward bound Passage, a Thermometer we carried with us from *England*, was broke, which proved a great Loss, as a Series of Observations, made by the Help of that Instrument, would have ascertained the Degrees of Cold, and have been much more satisfactory, than any Relation of it's Effects possibly can be. But where this Certainty is wanting, any Approaches to it are to be considered as the most requisite Supplements; and will be great Helps to the Enquiries and Conjectures of the Ingenious. It is not at all to be wondered, that Captain *Middleton's* Men suffered very great Extremities and Inconveniencies from the Cold, when he wintered at *Churchill*, in the Year 1741, considering his Situation, which was upon a small bleak Isthmus, surrounded with a vast Extent of Ice; besides his People wore no other Clothes than what they commonly wore in other Voyages; whereas had they been furnished with large Beaver Coats, and had built Lodges in the Woods, they would have suffered very little in Comparison

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parison to what they did : Since, as to any Distresses our People underwent, they were occasioned for Want of proper Food, and an inexcusable Indiscretion in the Use of spirituous Liquors, rather than from the Intensity of the Cold ; and yet, as has been shewn, we were far enough from being exempted from the usual Severities of the *Hudson's-Bay* Climate.

NATURE furnishes every Animal here with extraordinary Furs to resist the Cold, that gradually fall off as the warm Weather returns ; and which is somewhat extraordinary ; so it happens with Dogs and Cats brought thither from *Europe*. As in all the Parts of the Bodies of Animals, which are furthest from the Heart, such as Feet, Claws, and Tails, the Blood is colder, and Circulation slower, it happens from thence, that those Extremities are very apt to freeze. But it is very well worthy Notice, that few of the Animals of this Country have long Tails or Legs ; for Instance, the Bears, Rabbits, Hares, *American* Cats, Porcupines, &c. have all short ones ; and those that have long Tails, as the Fox, &c. have those Parts surprizingly protected by long bushy Hair, which keeps them from the  
Sense

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Sense of Cold. If we touch Iron, or any other smooth solid Surface in the Winter, our Fingers are froze fast to it; if in drinking a Dram of Brandy out of a Glass, one's Tongue or Lips touch it, in pulling them away the Skin is left upon it. An odd Instance of this Sort happened to one of our People, who was carrying a Bottle of Spirits, from the House to his Tent; for not having a Cork to stop the Bottle, he made use of his Finger, which was soon froze fast, by which Accident he lost a Part of it to make a Cure practicable. All solid Bodies, as Glass, Iron, Ice, and such like, acquire a Degree of Cold so very intense, that they resist the Effects even of a strong Heat, and that too for a good while. I have brought an Axe in from without Doors, where it has been exposed to the Frost, and held it within half a Foot of a good Fire, then poured Water upon it, which has been instantly formed into Cakes of Ice, and so remained for some Time. Thus possibly may the mountainous Isles of Ice encrease, while the Air is temperate round them; thus too is the Ground froze to that Depth we found it, when the Pit was dug to bury our Beer in; for a Hole being sunk four Feet, below the com-

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mon Depth of the Pit, which was twelve Feet, the Ground appeared there to be very hard froze.

BEFORE the Beer was stowed, a Bed of Willow and Grass of a Foot thick, was put under and over it, as also twelve Feet deep of a soapy Earth ; yet some of the Casks of Small Beer, next the Sides, were froze, and the strong Iron-bound Cask that enclosed it burst. In the Heart of the Ice, the spirituous Parts remained fluid, this Liquor was strong, but the Ice melted, tasted quite vapid ; other Casks were not burst, or their Contents above half congealed ; the watry Parts having Time to thaw and mix with the spiritous, the whole when we came to drink it proved very good, nay, we fancied better than if it had never been froze. From this long Account of the Severity of their Winters, it is natural for my Readers to conclude this Country, the most uncomfortable in the World, and it's Inhabitants the most unhappy. But in fact however, they are very far from it. If the Weather is cold they have Abundance of Beaver-Skins to clothe them, and many other Conveniencies, that put them in some Measure, at least, on



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a Level, with those who live in a milder Clime.

BUT what in this Respect will appear much more extraordinary, I dare assert, that People from *Europe*, who have lived here for some Years, prefer it to all other Places, and when they leave it, and come Home with the Ships, they grow tired in a few Months, of a more moderate Climate, and wish with Impatience for the proper Season, that may give them an Opportunity of revisiting these frozen Regions. The Natives of this Land are of a middle Size, Copper Colour, with black Eyes, and long lank Hair of the same Colour, but their Features vary as in *Europe*. They are of a chearful Disposition, good-natured, affable, friendly and honest in their Dealings. They live in Tents covered with Moose, and Deer-Skins sewed together; as their Time is spent chiefly in Hunting, Fishing and Fowling, they change their Habitations, according, as they find the Game plenty or scarce.

THEY do not live in any great Numbers together, for the same Reason; because it would be more difficult to provide Necessaries to feed and clothe them, therefore they have no Body of Laws to regulate their Con-



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duct ; but are influenced in their Behaviour, by a natural Rectitude of Disposition, that restrains them from all Acts of Violence and Injustice one to another, as effectually as the most rigid Laws could. The Chiefs in every Family or Tribe, who generally speaking are chose from amongst the most ancient of the People, but chiefly for their Skill in Hunting and Experience in Trade, Domestic Affairs, or Valour in War, which they often wage with the *Eskimaux* ; direct those who reside with them in their different Employments of Hunting, Fowling, Fishing, &c. yet their Advice is followed rather through Deference than Obligation, for, in Point of Exemption from Power, they may be truly called a free People.

THEY have no Dependance upon the Fruits of the Earth for their Subsistence, living entirely on the Animals they take in Hunting or Trapping, at which they are very dexterous. They make prodigious Slaughter every Season among the Deer, from an unaccountable Notion that the more they destroy, the greater Plenty will succeed ; therefore sometimes they leave three or four hundred dead on the Plain, taking out of them only their Tongues, and leaving their Carcasses either to rot, or be devoured by  
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the wild Beasts. At other Times they attack them in the Water, and kill prodigious Numbers, which they bring down on Floats to the Factories. These Creatures cross a vast Extent of Country, from South to North, in the Spring of the Year, in order to bring forth their Young in Places of Safety ; that is, in the more Northerly Parts, which are either entirely uninhabited, or at least but very thinly planted.

IN their Route thither, they are extremely tormented with large Gnats and Muskettoes, with which this Country, during the little Summer it enjoys, is greatly infested. This causes the Deer to take to the Rivers and Lakes for Shelter, and gives the *Indians* a greater Opportunity of killing them. It would be very hard to account whence such infinite Numbers of these Insects should come so suddenly as they do, or how they are propagaged, did not Experience shew, that they survive the Winter, or rather remain in a kind of lifeless State, from which the Return of the warm Season recovers them. I will mention a very plain Instance, in order to shew the Truth of this. A certain Person in the Winter-Time, crossing a small Creek, upon a Tree that lay over it,

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happened to slip his Foot on one Side, by which he broke from the Tree a black Lump, that on Examination he found to be nothing else but a vast Mass of Musketoes, froze together, this he brought to a Fire, which thawing the vital Juices in these Insects, they presently began to move. After that, carrying them out into the freezing Air, they as quickly resumed their former senseless State, and no Methods could afterwards restore them to Life. Without all doubt, many other Animals that disappear in the Winter are reduced to the same numbed and inactive Condition. I shall strengthen this by just mentioning a Fact, that is very well known to the *English*, who reside in the Northern Settlements of *America*, which is, that by the Sides of Lakes, in Banks or Holes, at the Roots of Trees, are often found in the Winter, Frogs that are froze in such a manner, that their Flesh has been as hard as common Ice, yet these Frogs being thawed by a gentle Heat, recover Life so as to be able to crawl about, but suddenly freezing them again, they became irrecoverable, in the same manner, as is before reported of the Musketoes.

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THE *Indians* live not only on the Flesh of Animals they kill in hunting, but on that also of Birds of Passage; such as Swans, Wild Geese, Ducks, Plover, and many other of that Kind that go to the Northward in the Spring to breed, and return to the Southward in Autumn, and others also, such as Eagles, Crows, Owls, Hawks and Gulls, likewise upon Partridges and Pheasants, which stay in the Winter. Their Flesh in general they boil and eat by itself, and then drink the Water it was boiled in, which they esteem very wholesome. In like manner they dress their Fish, of which they have some Variety, and very good; up the Rivers and Lakes, they have large Sturgeon, Carp, Trout, Pike, and two very delicious Kinds of Fish; the one called by the *French*, White Fish, but by the *Indians* and *English*, Titymagg; the other resembling an Eel, but spotted with yellow and white, called by the Natives Muthoy. These are reckoned fattest in the Winter-Time, when they are caught by making Holes in the Ice; where, on letting down a baited Hook, the Fish greedily take it.

AT the Mouths of the Rivers, especially those more to the North, are Plenty of fine Salmon,

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Salmon, Trout, and another which is a tolerable good Fish resembling a Carp, called a Sucker, and there also comes in with the Flood Tide, in great Numbers of white Whales, which might easily be taken, and large Profits made of their Oil. Seals too frequent these Coasts, but in no great Numbers, except as far North, as Lat. 60°.

THE Clothing of the Men here in Summer, is a loose Coat, made of Blanket, which they buy either from the *French* or *English* settled in their Neighbourhood ; a pair of Leather Stockings, which come so high, as to serve for Breeches ; they make Shoes also of the same Materials. The Womens Clothes differ from the Mens only in this, they generally wear a Petticoat, that comes a little lower than their Knees, in the Winter. Their ordinary Apparel is of the Skin of the Deer, Otter or Beaver, with the Hair or Fur on ; the Sleeves of their upper Habit, are frequently separate from the Body, and taken on and off at Pleasure, being only tied with Strings at the Shoulders ; so that their Arm-pits, even in the depth of Winter, are exposed to the Cold, which they reckon contributes to their Health. It must be owned their Diseases are but few, and those chiefly arising

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arising from Colds, taken after drinking Spirituous Liquors, which they buy from the *English*, contrary to the wiser Maxims of the *French*, who sell them none. The *French* esteem the drinking these Liquors, not only prejudicial to the Constitutions of the Natives, but also to their Trade; for as that depends upon their Hardiness, Dexterity and Success in Hunting, it must necessarily decline, as these Qualities are impaired. This is obvious also, in Point of Fact, amongst those *Indians*, who have an Inter-course with the *English*. The inland *Indians* will not drink Brandy, from an Opinion of it's bad Effects; these are a healthy, tall, active and robust People, who bring down as many Furs as the Conveniency of the Carriage will allow, and leave many more behind. Whereas those *Indians*, who are addicted to Drunkenness, such as the Home *Indians*, or those who live in Places contiguous to the *Hudson's-Bay* Company's Settlements, are a meagre, small, and indolent Kind of People, hardly equal to the Hardships of the Country, and subject to many Disorders. Besides, there is no Comparison in the Number of Furs that the one and the other bring into Trade; so that these latter



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latter are rendered much more unprofitable and useless, than they would have been, if they had never known the Use of this pernicious Liquor.

THEY are pretty much subject to some Disorders in the Breast, but to no contagious Diseases : Whenever they find themselves begin to be indisposed, they drink an Infusion of the Herb called *Wizzekapukka*, the Broth of Fish, which they call *Shaggamitie*, or else sweat themselves. Their manner of doing this, is as follows ; they get a large round Stone, on which they make a Fire, and keep it burning till the Stone becomes red-hot ; over this they make a small Tent covered close on all Sides, then go into it naked, with a Vessel full of Water ; this they sprinkle on the Stone, which fills the little Tent with a copious Supply of moist warm Vapours, that very soon produce a strong Perspiration in the Patient. When the Stone grows cool, the Pores of the Skin being still open, they come out of the Tent, and instantly plunge themselves into the Water, or in Winter, when Water is not to be had, they roll themselves in the Snow, and this they look upon as a Cure for most of the Maladies common in that Country. A  
strange



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strange and singular Remedy they also have for the Cholick, and all Disorders of the Bowels, that is to swallow a great Quantity of Tobacco Smoke, by which they positively affirm they obtain great and speedy Relief. If their Heads are at any Time stuffed or incommoded, they force the same Smoke out of their Nostrils. They frequently become Snow-blind, in the Spring of the Year, at which Time I have been informed, a Film grows over the Pupil of the Eye, which I was likewise told these People are so ingenious as to cut away with the sharp Point of a Gun-Flint.

THEY very often in their drunken Fits commit excessive Disorders, such as quarrelling, burning their Tents, abusing their Wives, and then perhaps go to Sleep by the Fire, where frequently they are terribly burnt, or if they are at any Distance from it, as miserably froze, if it be in Winter-Time. When they are sober, they are very courteous, and compassionate, and that as well to those who are absolute Strangers, as their own Family; and their Affection for their Children is singularly great. An extraordinary Instance of this happened lately at *York-Fort*: Two small Canoes, passing *Hayes's* River,

River, when they had got to the middle of it, one of them, which was made of the Bark of a Birch Tree, sunk, in which was an *Indian*, his Wife and Child: The other Canoe being small, and incapable of receiving more than one of the Parents, and the Child, produced a very extraordinary Contest between the Man and his Wife, not but that both of them were willing to devote themselves to save the other, but the Difficulty lay in determining which would be the greatest Loss to the Child. The Man used many Arguments to prove it more reasonable, that he should be drowned, than the Woman. But she alledged on the contrary, it was more for the Advantage of the Child, that she should perish, because he, as a Man, was better able to hunt; and, consequently, to provide for it. The little Time there was still remaining, was spent in mutual Expressions of Tenderness, the Woman strongly recommending, as for the last Time, to her Husband, the Care of her Child. This being done, they took leave in the Water; the Woman quitting the Canoe was drowned, and the Man with the Child got safe a-shore, and is now taken much Notice of by the People thereabouts.

about. Upon the whole it appears, that the single Object in View, was the Preservation of their Child; for tho' the Man offered to sacrifice himself, it may be very well supposed it was more for the Sake of the Child than of the Woman; because on other Occasions they behave with no great Respect to the Sex.

It is looked upon as a great Offence, for the Women to stride over the Legs of the Men when they sit on the Ground, and they even think it beneath them to drink out of the same Vessel with their Wives. One Custom they have, which is very extraordinary; that when their Parents grow so old, as to be incapable to support themselves by their own Labour, they require their Children to strangle them, and this is esteemed an Act of Obedience in their Children to perform. The Manner of discharging this last Duty, is thus, the Grave of the old Person being dug, he goes into it, and after having conversed and smoaked a Pipe, or perhaps drank a Dram or two with their Children, the old Person signifies he is ready; upon which two of the Children put a Thong about his Neck, one standing on one Side, and the other opposite to him, pull violently

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violently till he is strangled, then cover him with Earth, and over that they erect a kind of rough Monument of Stones. As for such old Persons as have no Children, they request this Office from their Friends, tho' in this last Case, it is not always complied with.

AN *Indian* in travelling considers the Meeting a Grave as an Omen of some approaching Misfortune; in order to avert which, he lays a Stone upon the Grave, and so proceeds on his Journey. There are many amongst them, especially those inhabiting upon the Banks of the great inland Lakes, who profess Quacking, with Stuff they buy from the *English*; such as Sugar, Ginger, Barley, Allspice, Garden-Seeds, Spanish-Liquorish, Snuff, &c. all which are taken in small Quantities, either as Remedies for Diseases, or to make them excel in Hunting, Fowling, Fishing, Fighting, &c. which are Qualities ascribed to these Trifles by the *English* in *Hudson's Bay*, and with such Commodities, one third of our Trade is carried on amongst those Quacks, who practise for Furs, which they receive from, or rather, out of which they deceive, the common People. This is a great, but very beneficial Imposition, tho' certainly it would be much more for

for the Advantage of *Great-Britain*, to promote the Sale of their Woollen and Iron Manufacture, than to permit such a kind of Traffick, which besides being scandalous in it's Nature, is equally prejudicial in its Consequences to us and to the Natives.

It may be expected that I should say something of the religious Sentiments of these People ; and to satisfy this Expectation, I shall acquaint the Publick with all I know, without adding any thing from Conjectures. It is very certain, that their Notions upon this Subject are very limited and imperfect. They acknowledge a Being of infinite Goodness, whom they stile *Ukkewma*, which in their Language signifies the great Chief ; they look upon him as the Author of all the Benefits they enjoy, and speak of him with Reverence. They likewise sing a kind of Hymns in his Praise, and this in a grave solemn Tone, not altogether disagreeable. Yet their Sentiments on this Head are very loose and confused, so that it is not easy to say what they mean by this kind of publick Worship. They likewise acknowledge another Being, whom they call *Wittikka*, whom they represent as the Instrument of all kinds of Mischief and Evil ;

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and of him they are very much afraid ; but however we know of no Methods made use of by them to appease him.

THE Condition of these poor People is melancholy enough, tho' it does not make such an Impression on them as one would expect ; for tho' the best Part of their Life is spent in procuring Necessaries for the Subsistence of themselves and of their Families ; yet they have no great Notion of Frugality, or providing against those Distresses, to which they are sure to be exposed every Winter, are very free of their Provisions, when they have Plenty, and except drying a little Venison and Fish, take no Care for Supplies, in a time of Dearth. It has sometimes happened that the *Indians*, who come in the Summer to trade at the Factories, missing of the Succours they expected, have been obliged to singe off the Hair from thousands of Beaver Skins, in order to feed upon the Leather. Yet in such Cases, they keep up their Spirits in a tolerable Degree, omit nothing that is in their power to procure wherewithal to support their Families, and when reduced to the greatest Extremities, undergo them with a kind of habitual and steady



*the Dobbs and California.* 195

steady Patience, which it is much easier to admire than imitate.

BUT the greatest of these Hardships and Fatigues, to which they are exposed, as well from Hunger as from Cold, happen to them in their Journeys, for it is a Thing common with them, to travel two or three hundred Miles, even in the depth of Winter, thro' a wide open Country, without meeting with any House to receive, or carrying any Tent to protect them. In such Journeys, it is their Custom, when Night approaches, to raise a little kind of Fence with Brush-Wood, to the Leeward of which they make a Fire, and after clearing away the Snow, they lie down upon the Ground, and sleep between the Fire and the Fence. But if, as it sometimes falls out, they happen to be benighted upon some wild Plain, where no such Fence can be made for want of Wood, they are then forced to lie down under the Snow, which proves some Defence from the Cold; and this, as from the Writings of modern Authors appears, is a Thing likewise practised in the Extremities of *Siberia*, where the Climate is not at all more temperate.

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GREAT as these Hardships are, which result from the Rigour of the Cold ; yet it may be justly affirmed, that they are much inferior to those, which they feel from the Scarcity of Provisions, and the Difficulty they are under in procuring them. A Story which is related at the Factories, and known to be true, will sufficiently prove this, and give the compassionate Reader a just Idea of the Miseries, to which these unhappy People are exposed. An *Indian*, with his Family, coming down to Trade, from a Place at a very great Distance, had the Misfortune to meet but with very little Game by the Way ; so that, in a short Time, himself, his Wife, and his Children, were reduced to the last Distress. In these Circumstances, they plucked the Fur from their Clothes, and preserved Life as long as they were able, by feeding on the Skins they wore ; but even this wretched Resource soon failed them ; and then, what is terrible to conceive, and horrible to relate, these poor Creatures sustained themselves, by feeding on the Flesh of two of their Children. On their Arrival at the Factory, the distracted *Indian*, whose Heart overflowed with Grief, told this melancholy Affair to the *English* Gover-

Governor, with all it's affecting Circumstances, which was received with a loud Laugh. The poor Savage, with a Look of Amazement, said in his broken *English*, *This is no Laughing Talk!* and so went his Way, highly edified, no Doubt, with these *Christian* Morals.

THE Language which these People speak, is somewhat guttural in the Pronunciation ; but for all that, neither very harsh, nor altogether unpleasant ; they have but few Words, but those are very significant ; and the Method they have of expressing new Ideas, by Words composed, from compounding the Qualities of those Things, to which they would give Names, is very easy and intelligible ; so that the *English* find no Sort of Difficulty, either in learning or speaking it. There is no doubt, therefore, that if they were so inclined, they might easily teach these poor People the Use of Letters, the Principles of Morality, and the Doctrines of Religion ; which would be equally charitable and generous ; for if they were so instructed, they might not only live much better themselves, but their Trade also would turn to much greater Account ; and it would infallibly imprint

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on their Minds, a very high Reverence, and a very tender Affection for the *British* Nation.

As I have so fair an Occasion, I cannot avoid mentioning a very strange Maxim of Policy, which prevails much amongst them; and which is, that of suffering, or rather obliging their Women to procure frequent Abortions, by the Use of a certain Herb common in that Country, and not unknown here; that they may in some Measure be eased of that heavy Burthen they feel, in providing for a helpless Family. Something of this sort the *Dutch* inform us was practised by the Natives of the Island of *Formosa*, when they were Masters of it; nor is this at all more barbarous, than a Custom still used in *China*, of suffering Children when born, to die for Want of Food, from the same Principle of brutal Oeconomy. They differ also from almost all other Nations in another Particular, which is their manner of making Urine; for here the Men always squat down, and the Women stand upright. It is now high Time to return to our own Affairs, and to inform the Reader, how they were conducted, in such a Country as I have described  
this

this to be, and in which, notwithstanding all all our Precautions, we felt many Inconveniences.

THE bringing two Casks of Brandy from *York-Fort*, for *Christmas-Cheer*, has been already mentioned ; as well as the Design of it, which was to make merry with ; but the Consequences were extremely fatal. The People had been healthy enough, before this Season of Mirth came ; but indulging themselves too freely, they were soon invaded by the SCURVY, the constant Attendant on the Use of Spirituous Liquors. It is a melancholy, but withal a necessary Task, to describe the Progress of this foul and fatal Distemper. Our Men when first seized with it, began to droop, to grow heavy, listless, and at length indolent to the last Degree : A Tightness in the Chest, Pains in the Breast, and a great Difficulty in breathing, followed ; then ensued livid Spots upon the Thighs, swelled Legs, Contraction of the Limbs, putrid Gums, Teeth loose, a Coagulation of the Blood upon and near the Back Bone, with Countenances bloated and fallow. These Symptoms continually increasing, 'till at length, Death carried them off, either by a Flux or

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a Dropsy. Those Medicines, which in other Countries are generally used with good Effects, proved entirely ineffectual here; for Unctions and Fomentations, when applied to contracted Limbs, afforded no Relief; fresh Provisions indeed, when we could get them, did somewhat; but the only powerful and prevailing Medicine, was TAR-WATER; and the steady Use of this, saved many, even after the Disease was far advanced; when, as I before observed, all other Medicines lost their Efficacy, and were tried to no Purpose; and yet, as far as we could observe, this salutary Drink operated no other Way than by Urine.

THOSE *English* that reside here constantly, are little, if at all, exposed to this cruel Distemper; which they attribute to the constant Use of SPRUCE BEER; a Liquor that has the same, or, perhaps, higher *Qualities*, than *Tar-Water*; and by plentiful drinking of which, the People at the four Factories of *Churchill*, *York-Fort*, *Albany*, and *Moose-River*, enjoy so good a State of Health; that tho' in Number about an Hundred, seven Years have sometimes past without their burying so much as a Man; which is a Circumstance, so very remarkable,



able, that I persuade myself, none of my Readers will blame me, for recording it.

WHEN the Crews of both Vessels were in this deplorable Condition, no Sollicitations were spared to the Governor of *York-Fort* for Relief; and there was the more Reason to have hoped, these Applications would not have proved so fruitless as they did; considering that all we asked, was only to allow the *Indians*, to supply us with fresh Provisions. I say allow; for they would willingly have done it, had there not been an Interposition of ill Offices to prevent it. It is a strange Insinuation, that Cruelty of Christians toward Christians, prevented that Relief, which *Indian* Humanity would otherwise have certainly afforded. But what shall I say? 'The *Indians* were charged not to come near us, or to furnish us with any thing; and this out of a tender Regard for them; because, we had a contagious Distemper amongst us, which might communicate itself to them, and to their Families; and, besides, we were equally Enemies to them, and to the *English*. Intimidated by these Insinuations, the *Indians* would not approach our Dwellings; but why such Insinuations were thrown out, unless, in Obedience to  
Orders,

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Orders the Governor durst not disobey, is not easy to discover. It could not be from any Fear of Want ; for with Venison, Partridge, Fish, &c. the *Indians* both could and would have supplied us in Plenty, without Prejudice to the Factories. Neither could it be from any self-interested Motives, with Regard to Trade ; for these were not trading but home *Indians* ; the former were at this Time retired far within Land ; the latter dwell constantly about the Factories, and their proper Employment is to procure Provision. But these Insinuations proved afterwards detrimental to Trade, as well as to us ; for spreading to a great Distance, they had such an Effect on the Minds of these poor ill-judging People, that but very few came down to *York-Fort*, the next Season. The sole View, therefore, in this matter, was the distressing us, and that View was thoroughly answered ; which is the Encouragement that all are to expect, who go in Search of a *North-West* Passage, from such Neighbours. This appeared still more plainly, when at last, partly by Fear, partly by other Means, the Governor was prevailed upon, to give the *Indians* leave to furnish us with Eight or Ten Carcases of  
Veni-

Venison ; for which we paid above ten Times the Value of what they cost him in Salt Provisions.

THE whole Month of *January* wore the settled Face of Winter ; for except that sometimes the Weather was dark and tempestuous, with vast Drifts of Snow, and at other Times pretty clear, the Frost was constant and intense ; Partridges and Rabbits, of which hitherto we had a tolerable Plenty, began to grow very scarce. Our People too sickened apace, and there was hardly any of our Ship's Crew, that was not either more or less afflicted with the Scurvy ; insomuch, that by the End of the Month, the People of the *California*, buried two, and we one of that Distemper. In the Month of *February*, the Weather continued much the same, 'till towards the middle ; then it grew somewhat milder, and the Wind setting to the South West, the Snow thawed very fast : From thence we had changeable Weather ; sometimes very tolerable, and at others, cold to an intense Degree. In this Time, one of the Men belonging to the *California* died, and one of our People, met with an unlucky Accident, by the unexpected going off of a Musket

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ket, which tore away three of his Fingers. On the 23d of this Month, Orders were given to cut the Ice from about our Ships; which was performed with Ice Chiffels, and Pickaxes: It was believed, that this would have been a most grievous Labour; but when it came to be undertaken, it was soon found, that they were not froze to the Bottom, so that it turned to a Kind of wholesome and pleasant Exercise; at which the People wrought a little while every Day, and yet with equal Ease and Expedition it was effected. Our Guns, and most other Things of considerable Weight, were sent down to *York-Fort*, upon a large Sledge, that the Ship might prove the lighter, when the Ice was broke up; which, from Appearances at that Time we very speedily expected.

In the Month of *March*, we had a Specimen of every Kind of Weather, that is ever met with in this Country: Sometimes, it was not only temperate, but, in some Degree, warm; at others, cold again as ever; but for the most Part moderate and pleasant; so that the Snow melted wherever it was exposed to the Sun; and towards the End of the Month, some Herbage began to

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peep out on the Banks, fronting Southwards. By this Time also, the Rivers and Plains were covered with Water ; so that we were very apprehensive that the Ice would break up suddenly and violently, a Thing not at all uncommon in those Parts ; and therefore to prevent the ill Consequences, with which we foresaw it might be attended, Orders were given, for getting every thing in the Ship ready ; and after she had been well warmed with Fires, a sufficient Number of Men, with proper Officers, were put on board, to take care of her. We had another Man died this Month, and several of our People were in a very bad Way ; but the Crew of the *California* were, by this Time, all in a fair Way of Recovery.

APRIL opened in such a manner, as in a good Measure freed us from the Terrors we were under about the Ice breaking ; for the Winds came about to the North East, which, together with Snow and Hail, brought a sharp Frost, and nipping cold Weather ; Things however not at all unusual in that Country at this Season. But notwithstanding this Change, we did not in the least repent the Precautions that we had taken,

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taken, as knowing them to be very rational, and, consequently, very expedient. In order to make the Reader sensible of this, it is requisite to observe, that when warm Weather comes in sooner than usual, in the Country about *Hudson's-Bay*, the Snow in the Southern Parts melts, and comes down in great Floods, tearing up the Ice, before it is thoroughly rotten, till it meets with such a Resistance, as checks it for a Time, and then the upper Ice, and the Water in which it floats stops, 'till it acquires such a Weight, as breaks up all by main Force, and laying the adjacent Lands under Water, carries away Banks, Trees, and whatever else opposes it's Fury. This is what the People, who reside there call a *Deluge*; and for this Reason it is very unsafe to let a Ship winter, where there runs any Stream; the Effects of which, tho' we happily escaped, yet that ought to be no Precedent; for the Caution before mentioned is certainly very well founded.

ON the 15th of *April*, we buried one of our Men: He had been a great Dram-Drinker, and therefore the Scurvy would not spare him. The Ground was so hard froze, that it was, generally speaking, three

or



or four Days Work to sink a Grave; but when the Corpses were once fairly laid in it, they remained safe and uncorrupt; and are so like to remain, unless some great Alteration happens in that Climate, to the World's-End.

ON the 18th, the Weather began to mend, and the Wind coming about to the South, we had a fine gentle Shower of Rain, a Thing we had not seen for six Months past, and therefore the more welcome. The Fowls too, after an Absence of seven Months, began to visit us: I mean such as are proper to this Country; and with them came Abundance of Wild-Fowl, of all those Sorts that are common in any of the Northern Parts of *Europe*; such as Geese, Ducks, &c. We had likewise a great Flight of small Birds, mostly of a dark unpleasing Colour; but the Sweetness of their Notes sufficiently compensated whatever was amiss in their Plumage, and made their Company equally harmonious and agreeable.

WE had after this a short Return of Winter, attended by bleak Winds, hard Frosts, much Snow, with very stormy and tempestuous Weather, which lasted to about the

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6th of *May* ; then the warm Weather returned again, and the Creek, where the Ships lay, was quite clear of Ice, that wore away imperceptibly, tho' the River continued to be still hard froze, which drove the Fish into the Creek, where we caught Plenty of them with our Nets. The *RESOLUTION* (for that was the Name we bestowed upon our Long-Boat, when lengthened) was now compleatly finished, so that we launched her on the 10th, to the great Joy of all who wished well to the Discovery, and who formed to themselves vast Hopes of what, by the Help of this Vessel, might be performed. From the 8th to the 16th, we had changeable Weather, attended with keen Frost, Snow, Sleet, Hail, and Rain, which froze as it fell, in such a manner, that all the Trees were covered with Ice. On the 16th, the Ice in the Channel of *Hayes's* River, gave Way, and floated down gently with the Stream. Our People were all this Time constantly employed in making the Ships fit to go down the River ; and accordingly, on the 29th, by the Help of a very high Tide, occasioned by a North West Wind, we warped to the very Mouth of the Creek,  
where

where we grounded, and lay there until the 2d of *June*, and it was with no small Labour, joined to the extraordinary good Fortune of higher Tides than usual, that we got off so soon.

ON the 2d and 3d of that Month, we had some Snow, and the Weather was sharp and cold, which might be called the Winter taking it's Leave; for thence forward, the Weather continued pretty warm. On the 5th, nineteen Canoes of *Indians*, laden with Furs, passed by us, in their Way to *York-Fort*, and the next Day seventy more, passed us in the like manner. These People came from the Countries, within Land; and were bound to our Factories, in order to dispose of their Staple Commodities. On the 9th, our Ships got down the River, as far as the Factory, where we took in our naval Stores, Provisions, &c. in Order to put to Sea, and prosecute the Discovery, upon which we were sent.

BEFORE I enter upon what happened in this Expedition, I think it will be proper for me to give some Account of this Settlement, of the adjacent Country, and of the Nature of that Commerce, for the promoting which it was established: And

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this I am the more willing to do, because I presume that what I have to offer, will be very acceptable to all Sorts of Readers, as carrying at once the Charms of Novelty, and the more solid Advantage of being capable of the most important Use; that of contributing to the Export of our national Manufactures, in a Degree much superior to what has been hitherto done; and this even previous to the Discovery of a North West Passage; so that it may be immediately turned to the Benefit of the Nation, and to the Support of the Poor, who are chiefly employed in fabricating the coarsest Sorts of our Woollen Goods.

**YORK-FORT** is seated on the *Southern* Branch of *Port Nelson* River, which is called *Hayes's* River, within five Miles of it's Fall into the Sea, in the Latitude of 57°. 20' North, and in the Longitude of 93°. 58'. West from the Meridian of *London*, which I determined by an Eclipse of the Moon, very carefully observed there, *February* 14, 1747. It is, to speak the Truth, nothing more than a square House, flanked with four small Bastions, all of them covered and converted at present either into lodging or Store Rooms. There are  
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three small Pattereroes placed on each of the Curtains, the whole is pallifadoed, a Battery of pretty large Guns commands the River, a small Breast Work of Turf is thrown up by Way of Defence of that Battery, and in Time of War, the Number of People who reside there, amounts to thirty-three or thereabouts. It will be easily conceived from this Description, that how formidable soever *York-Fort* may appear to Savages, it is utterly incapable of being defended in case it should ever be attacked in a regular Way by an *European* Enemy.

ABOUT seven Miles from this Fort, there is a large Ridge of Stones, and amongst them a vast Quantity of Pyrites exactly round, and very near the Size of a Six Pound Shot, which the *English*, who reside here, are so wise as to believe, the *French* actually cast into that Form, for their Cannon, when they attacked this Place. I mention this as a remarkable Piece of natural History, and as a plain Indication that this Country abounds with Metals, and those too of the most valuable Kinds; for the Pyrites always contain some small matter of Gold, are often pretty rich in Silver, but are seldom known to hold either Lead or Tin.

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THIS is looked upon to be in all Respects the most valuable of the *Hudson's-Bay* Company's Settlements ; because the most considerable Part of their Trade is carried on here, where it is computed they deal for between forty and fifty thousand rich Furs annually ; and according to the Information I received from different Persons, which from their Consistency with each other, appeared to me the more credible, this Commerce might be raised with very little Industry, to five Times it's present Value. But by an unaccountable Policy, at least considered in a national Light, the Company discourage their Factories from extending the Trade, and give themselves no Sort of Trouble to prevent the *French*, who are making daily Encroachments upon them, from settling upon their Rivers, and intercepting the choicest Kind of Furs, such as Otters, Martins, or Sables ; which they purchase, because they are lightest, and, consequently, fittest for Carriage, as the Places where they buy them are at a great Distance from the *French* Settlements, so that heavy and coarse Goods would scarce turn to any Account ; and they have the fairest Opportunity that can be of doing this,

I because



because the Natives are always inclined to deal with them preferable to the *English*.

THE Reason of this Preference given to the *French*, is a very plain one, *viz.* because they give a much better Price for what they purchase than is given by the *English*, as will evidently appear by considering that STANDARD, which the Company has established for the Regulation of their Trade. This Standard consists in reducing all Skins to Beaver; as for Instance: They reckon two Otters equal to a Beaver; in like manner, three Martins, and so of other Skins; whereas in Fact, each of those Skins is of greater Value than a Beaver; and, consequently, the Natives buy our Goods at thrice the Price that they can purchase them for from the *French*. It is true, that the *Indians* have Beaver Skins enough to supply their Wants, but as these are heavy and unfit for Carriage; they are constrained to bring down the lightest and most saleable, which is a great Hardship upon them, and if the *French* were as near the *Northern*, as they are to the *Southern* Settlements, there is no doubt, that the Company's Trade, would be far from being so considerable as it is; for at *Moose-River* and *Albany* they

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can hardly purchase any thing, but the Refuse of the *French* ; and yet an easy Remedy might be applied to this Evil, by dealing a little more upon the Square ; for as on the one Hand, it is certain that the Natives have no particular liking to the *French*, so it is no less certain on the other, that we have it not only in our Power to sell as cheap as they, but even to undersell them, as we should undoubtedly do, if this Trade were not a Monopoly.

ANOTHER singular Maxim in the Company's Policy is this, that they commonly chuse their Factors from amongst the meanest and most illiterate of their Servants, and it is easy to apprehend, that such People are the least likely to make Improvements in Trade ; especially when they have to do with Rivals, so cunning and so expert as the *French*. Yet it must be confessed, that they have Subtilty enough to over-reach the poor *Indians*, and that they make no Scruple of exerting this Faculty of theirs to the utmost, by clapping their Thumb into the Measure, when they sell them Gunpowder, and by adding almost as much Water as Brandy, when they supply them with that Commodity : They likewise sell below the  
Standard

Standard, which the Company has fixed, by the Help of which Artifices, and supplying the Quacks beforementioned with the means of cheating their Countrymen, together with the Presents of the *Indians*, they raise what is called the Overplus Trade, which amounts to very near a Third of the whole. When these Circumstances are considered, it will not appear at all wonderful, that the Company's Exports do not exceed, at least commonly, three or four thousand Pounds a Year; or that in the Space of almost forty Years, *viz.* from 1699 to 1738, the whole Amount of the Goods of this Kingdom exported by them, did not exceed sixty thousand Pounds; which, with Respect to the Public, may be truly stiled very insignificant; tho' if we consider it, only in Regard to the small Number of Persons concerned in the Management of this Commerce, and the vast Profits raised thereby upon a small Stock, it will be found no such absurd Conduct, as at first Sight it seems. Neither is it a new Discovery in Commerce, that a Branch of Trade may be so managed, as to be highly profitable to a few, at the same Time that it is very disadvantageous to a Nation.

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THAT this is really true, in the present Case, will appear plainly to any impartial Judge, who will be pleased to advert to the convenient Situation of their Settlements, the numerous Nations in their Neighbourhood, the vast Quantities of Furs in their Possession, and their Willingness to part with them for our Commodities; and who at the same Time likewise, will reflect on the vast Trade, which the *French* carry on with those very Nations, without having any such commodious Settlements, and notwithstanding their being exposed to many other Inconveniencies. To such a Person also it will readily occur, that if Settlements were made farther up the Rivers, proper Encouragements given to the Natives, and the Trade fixed upon a fair and equitable Foot, which even then would be highly beneficial to the *English*, all these Mischiefs would be speedily redressed; ten Times the Quantity of our Manufactures would be consumed; the Trade would be recovered from the *French*, who have no Right to it; and by employing Artificers at Home, Seamen abroad, and a considerable Number of Ships, would transfer to the Public that Wealth, which this Traffick

sick is certainly capable of producing; and of which only a very small Part comes at present into the Pockets of a Handful of Men; who, provided they enjoy all they suffer it to produce, are content it shall produce but little. Such might be, and yet such is the Commerce of the *English* in *Hudson's-Bay*.

As I have now performed my Promise, in some Measure, I hope to the Reader's Satisfaction; we will return again to the Expedition. On the 22d of *June*, we fell about three Miles below the Factory, where we came to an Anchor, and took in the Remainder of our Stores, and here the *California* buried another of her Men, who had been in a declining Way ever since we sailed from *England*. On the 23d, we fell down lower to a Place called *Five Fathom Hole*, where we anchored for that Night. On the 24th, having a fair Wind, we weighed Anchor, and passing the Shoals stood to the Northward on the Discovery. On the 25th, we sailed through much broken Ice; but by standing in close to the Shore, we avoided the thickest Part of it, tho' a great deal continued in Sight, 'till we got to the Northward of *Cape Churchill*,  
where

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where we had a clear Sea, and proceeded without Difficulty, 'till the last of this Month, when we made *Centry Island*, in the Latitude of  $61^{\circ}.40'$ . North.

ON the 1st of *July*, the *Resolution* came along Side of the *Dobbs*, and took in Provision and Sea-Stores, sufficient for the Use of ten Men, for two Months. This being done, Captain *Moore* with eight Hands and myself, went on board, in order to examine the Coasts. Before we quitted the Ship, the Captain gave his Orders to the Chief Mate, which were to proceed to *Marble Island*, and wait there 'till we joined them. The Ships thereupon sailed to the Northward, and we stood in for the Shore, where we grappled for that Night. On the 2d of *July*, we continued to sail along Shore to the Northward, through a great deal of broken Ice ; which, with the rocky Shoals, that run two or three Miles into the Sea, made it very dangerous. The *Eskimaux* who inhabit the Sea Coasts to the Northward of the Company's Settlements, appeared from Time to Time in small Bodies of forty or fifty together, upon the Eminencies of the Islands on that Shore, shouting, and making Signals for us to approach



proach, but we proceeded on our Course without minding them, until we arrived at *Knight's Island* in the Latitude of  $62^{\circ}.2'$  North, where we anchored that Night. Here we tried the Tide, and found it rise ten Feet at High Water, which at full and change of the Moon, was at half an Hour past Four.

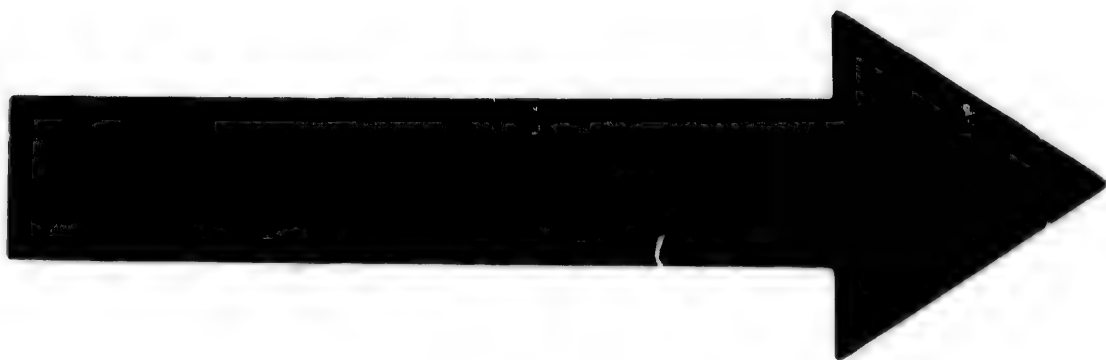
We weighed from thence and endeavoured to stand in with the West Shore, where a *large Opening* appeared, but we were prevented by the Ice from approaching it. But the Weather growing tempestuous, and the Ice driving about in large Pieces, we found it necessary to bear away again for *Knight's Island*, where we took shelter till the 5th, when the Sea was much clearer. In the mean Time, two Canoes full of *Eskimaux* came off to us from the West Coast, and upon our signifying that we wanted Whalebone, they immediately left us, but quickly returned with a considerable Quantity of that, and a large Parcel of Bladders filled with Train Oil. We purchased the former with small Hatchets, Knives, Bits of Iron Hoops, and other Things; but as for the Oil, as we did not care to encumber ourselves with it, we let them

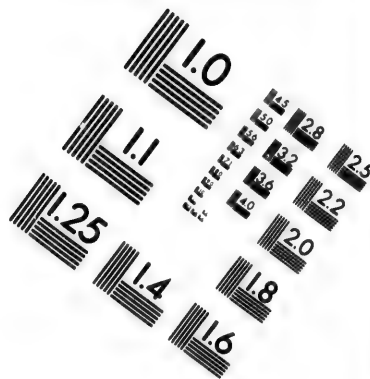
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them carry it away, tho' they would very willingly have sold it, and no doubt would have offered us a good Bargain ; for they intimated to us besides, that they had considerable Quantities, both of that and of Whalebone, upon the Islands that lay in sight of us to the Westward, and were very pressing to have us go thither ; but this, as our Business was not Trade, we thought fit to decline. Here we saw great Numbers of Seals and white Whales, and had several Islands in View, such as *Sir Biby's*, *Merry's*, *Jones's*, &c. all rocky and barren, quite destitute of Trees, and indeed of Herbage, excepting Scurvy-Grass, and a few other Plants which are common in *Greenland* and *Lapland*. Upon these, and indeed upon all the Islands on this Coast there are Graves of the *Eskimaux*, and Stones which they set up for some Reason no doubt ; but what that Reason is we are as yet ignorant, tho' the Thing has been taken notice of, ever since these Coasts were visited by the *English* for Trade, or for Discoveries.

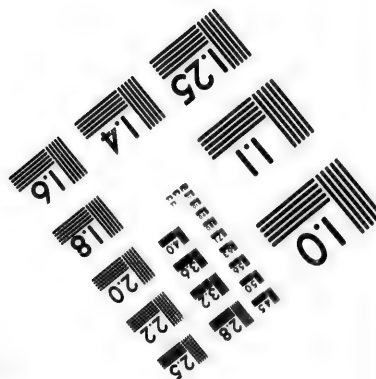
I CANNOT help taking Notice in this Place, of an Accident which happened to us, and which as it was the Object of our Astonishment then, has been also very often  
the

the Subject of my serious Thoughts since. In short, amongst these Islands and in sailing thro' the Ice, the Needles of our Compasses lost their Magnetical Qualities; one seeming to act from this Direction, and another under that, and yet they were not for any considerable space of Time constant to any: We laboured to remedy this Evil by retouching them with an artificial Magnet, but to very little purpose; for if they recovered their Powers by this Means, they presently lost them again; so that we were thoroughly convinced this was no radical Cure of their Disorder, which, as it was visible to all on Board the *Resolution*, so it is not an Accident taken notice of only by me; and therefore the Matter of Fact may be considered as a Thing incontestable; but the Business is how to account for it, by assigning a rational and probable Cause of an Effect, in it's first Appearance, so very extraordinary. The Discussing, and even the attempting to discuss Questions of this Nature, is highly serviceable, as it tends to the Improvement of useful Knowledge, by adding to that Stock, of which the Learned are at present in Possession.





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THE Notions which the Antients had of the Power of the Magnet or Loadstone, were very imperfect, and therefore we need not wonder that there is somewhat of Confusion, and much of Obscurity in the Accounts they have laboured to give us, of the Causes of those Powers. The Opinion that principally prevails among the Moderns, is that of *Des Cartes*, maintained by *Malebranche*, *Robault*, and other Authors; and even admitted and confirmed by *Mr. Boyle* and later Philosophers. In this it is supposed there is continually flowing, from the Poles of the World, a subtile, impalpable, and invisible Matter, channelled, or striated: Which Matter, circulating round the Earth, in the Plains of the Meridians, re-enters at the Pole, opposite to that from which it issued; and passes again thro' the Poles parallel to it's Axis: That the Magnet has two Poles answerable to those of the Earth, and that out of these there issues a Matter like that just mentioned: That this Matter, entering in at one of the Poles, gives the Impulse whereby Iron tends to the Magnet, and produces what we call *Attraction*. Now besides the magnetical Matter re-entering the Poles of the Magnet, there is always a certain

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certain Quantity thereof circulating round the Magnet ; composing a kind of Vortex about it. The Space wherein this Matter moves, is the Sphere of Activity of the Magnet, within which it's attractive Faculty is confined. As to it's directive Faculty, or the Inclination of a Needle, touched with it, to the Poles of the World, and it's Dip to a Point beneath the Horizon, they follow from the same Principle ; since were the Magnet or Needle to have any other Situation, the *magnetic* Matter would strike on it's other Surface in vain ; and not being able to get admission, would, by Degrees change it's Situation, 'till it's Pores corresponded to the Course of the magnetical Matter ; which Situation having once acquired, it would cease to move ; the magnetical Matter then ceasing to disturb it. The Form or Essence of a Magnet, therefore is supposed to consist in it's being perforated by an infinite Number of parallel Pores ; some whereof are disposed to admit the striated Matter from the *North* Pole of the World, others that of the *South* ; hence the *North* and *South* Poles of the Magnet ; and hence the first Hint perhaps of making artificial Magnets.

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IT may indeed be objected, that all this is Supposition, and that it is not possible to support it by any direct Proof; yet whoever considers this attentively, will discern, that where no such Proof can be had, probable Suppositions ought to take Place, till future Discoveries make it evident that they are false; and also that where direct Proofs are not to be had, it is altogether improper to demand them. If we apply this Reasoning to the Matter in question, we are to enquire what Causes may be assigned for this singular Appearance; and then we are to consider next, which of them is most reconcileable to this Hypothesis? As for instance, it may in the first Place be said, that this sudden Alteration of the Needles, proceeded from our near Approach to the North magnetic Pole, according to the System of Dr. *Halley*; and to this I should have been glad to have ascribed it, because then we should have had some kind of Evidence, in favour of that System, which in it's Contrivance, is certainly most ingenious. There are however several Reasons arising from the Circumstances before related, that will not allow us to admit of this Cause; and of these I shall mention three, that appear

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to me the most material. The first is, that in Fact, we were not near that Pole ; at least as Dr. *Halley* first placed it, since he supposed it  $13^{\circ}. 30'$ . (for as to the Poles, he afterwards supposed they were still farther removed) from the Pole of the Earth ; whereas we were almost  $28^{\circ}$ . from it, and he places it in the Longitude of  $30^{\circ}$ . East from the Meridian of *London*, whereas we were above  $90^{\circ}$ . West from the same Meridian. *Secondly*, If this had been the Cause, it would have operated equally, and the Compasses would have had the same Direction, which they had not. *Thirdly*, The very same Accident has happened in other Parts of *Hudson's - Straits*, and indeed in several other Parts of the World ; and therefore the Nearness of the Magnetic Pole could not be the Cause both here and there ; tho' there is nothing absurd in supposing it might not be the Cause any where.

ANOTHER Method suggested for the Solution of this Difficulty, was the Vicinity of some large mineral Body, that might disturb and divert the regular Direction of the Needles. Now if we should allow this to be not only possible, but probable, which, perhaps, is more than can be said for it, either from the Principles of the received Philoso-

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phy, or from the Evidence of Experiments, yet it could not be admitted as the Cause in this Case, since that too must have acted equally; and tho' it had altered, the true would have given some certain Direction to the Needles, which, as we observed before, was not the Case; and besides, had it been so, no Remedy whatever could have been found, except the plain and natural one of removing out of the Sphere of Activity, which such a mineral Body must be presumed to have; and yet, as we shall see hereafter, another Remedy was found, which could have no Relation whatever, either to this, or to the former Cause.

THE last Cause, to which this Event has been ascribed, is Cold; arising from the Nearness and Quantity of Ice; which, as it has a known and sensible Operation upon the Air, may be conceived to act also on the magnetic Particles, floating therein, or perhaps upon the Needle itself, by Constriction of it's Pores; for which ever Way it is supposed to act, the Consequence will be much the same, and contribute equally to the Solution of the present Question. If notwithstanding what has been said of the Reasonableness of admitting, in such Cases, probable

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probable Suppositions, some farther Proof should still be required; I think, that may be likewise met with, in the single and simple Remedy, by which we were delivered from this Embarrassment; and this was no other than carrying the Compasses into a warm Place; when the Needles very speedily resumed their Activity, and pointed as usual, by their being again permeated by the subtile magnetic Matter. It may be alledged, in Favour of this Cause, that if we think proper to admit it, we shall find, that it reaches all the Circumstances that fell under our Notice; for in the first Place we see, that the same Thing happening in other Parts of *Hudson's* Straits, was so far from being an Objection, that it is really a Confirmation of the Truth of this Supposition; since the same Cause might act as powerfully there as here. *Secondly*, It accounts very well for that Uncertainty, Unsteadiness, and, if I may be allowed the Expression, Distraction, the Needles suffered; because at the same Time, that we ascribe this to Cold, we cannot but conceive that it must act variously, in Proportion to the Force of the frigorific Power, the Configuration of the magnetic Particles, and the



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Structure of the Pores in the Needles ; and, *thirdly*, this accords perfectly with the Needles recovering their Activity, in the warm Air, by that reciprocal Contrariety which appears in all the Operations of Heat and Cold. It may not be amiss however to observe, that tho' this Cause may be admitted upon this Occasion ; yet it does not preclude the Operation of other Causes in other Places ; for considering the Subtilty of the magnetic Effluvia, and the manner in which we apprehend they act, there is nothing absurd in supposing, that their Operations may be disturbed by different Causes ; and the more of these we can find, so many more Evidences we shall from thence derive in Favour of that Hypothesis, in Relation to Magnetism, which is received at present. But all I have delivered, whether rational or not, whether probable or otherwise, whether well or ill conceived, clearly or obscurely expressed, or in fine, whatever it be, is submitted to the Censure of the candid and judicious Reader ; for if it leads him in any Degree to the Discovery of the Truth, whether it be by admitting or disapproving my Notions, it will effectually answer the End aimed at by this Digression,

for

for which, presuming this may pass for a tolerable Excuse, I take up the Thread of my Story, where I let it fall.

ON the 5th we weighed and stood over to the South Side of *Sir Biby's Island*, in Hopes that we should have been able to enter the Opening, that we attempted before ; but we had once more the same Misfortune ; for the Ice driving out and in, in very large Pieces, we found ourselves again obliged to desist. It was here that six Canoes full of *Eskimaux* came on board with a large Parcel of Whalebone, which we purchased upon Terms as much to their Satisfaction, as to our Profit ; but notwithstanding they were very desirous to have us stand in nearer the Land, and for that Purpose, repeated all their former Signals ; yet as our Business was Discovery, and not Commerce, we slighted these Sollicitations, and stood to the Northward as far as the Latitude of  $62^{\circ}. 12'$ . Then we steered to the North West, and after passing over several Shoals, and running between many low Islands, we entered *Nevill's Bay*, being the same we attempted at the South End of *Sir Biby's Island*, which in a manner covers it, lying at the Distance of about five

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Leagues to the South East. When one is in it, this appears to be a very capacious Bay, well sheltered from the Sea; and in the Bottom of it is a pretty large River running Westward. The main Land about it is of an easy Ascent, and consists chiefly of a smooth Rock, covered with Moss, with here and there a few small Plants. The easiest Entrance into *Nevill's Bay*, is between the South West End of *Sir Biby's Island*, and the main Land.

ON the 8th, we sailed with an Intention to coast to the Northward, but in repassing the Shoals, the Tide swept us upon a Ridge of Stones, where our Vessel was very near being stove to Pieces. While we were in this hazardous Situation, there came off to us six Canoes of *Eskimaux* with Whalebone, which we bought of them. They were very sensible of the Distress we were in, but so far from taking any Advantage of us, that they were not only extremely civil, but highly serviceable; for when the Tide of Flood floated us off, an old Man, who seemed better acquainted with the Place than the rest, paddled before us, pointed out the Shoals, and kept in the deep Water; so that it was in some Measure by his Assistance, that the

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*Resolution* not only escaped being lost, but escaped also, without suffering any Damage. Whatever therefore the *French* Writers, or even some of our own may say, in Prejudice to the Character of these poor People, it is but bare Justice in us to own, that they treated us not only with Humanity, but with great Kindness and Friendship.

I MUST confess, that I could not help admiring very much, not only the Industry, but the Ingenuity of these People; who for Want of Iron are frequently obliged to make not only the Barbs of their Arrows, Darts and Harpoons, but also Hatchets and Knives, of Stones, Sea-Horse Teeth, or Sea-Unicorn Horns, which Creatures abound here; and it is not easy to say how dextrously they use Materials, which to us seem so very improper for Purposes to which they employ them. Their Needles are also made of the same Stuff, notwithstanding which their Cloaths are perfectly well sewed, and are not only strong and close, but very neatly made, in the same manner as those of the People we met with in *Hudson's Straits*, which have been more particularly described; and therefore we will spare the Reader the Trouble of any Repetitions here.

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It is from hence, as well as from the great Conformity between them in their Language, Persons, and Customs, that we conclude them to have been originally one People ; but then it must be acknowledged, that these are a more affable, friendly and better disposed Sort of Folks, as well as more accomplished Artists in those several Branches of Mechanicks, which they have been taught by one common Mistress, Necessity, which is the sole Mother of Invention amongst them.

IT will in some Measure justify this Observation to remark that the Borders of their Habits are commonly fringed with cut Leather, and are sometimes hung with Fawns Teeth ; and the Women do not stick out the Sides of their Boots with Whalebone, as the other *Eskimaux* do, whose Customs have been before described. There is also another Circumstance in which these People likewise differ from those formerly mentioned, and that is in wearing a Cap made of the Skin of a Buffalo's Tail ; which, tho' it has a horrid Appearance, yet it is very useful in keeping off the Musketoos, which in this Country are excessively troublesome. It is true, that the Hair hanging over their  
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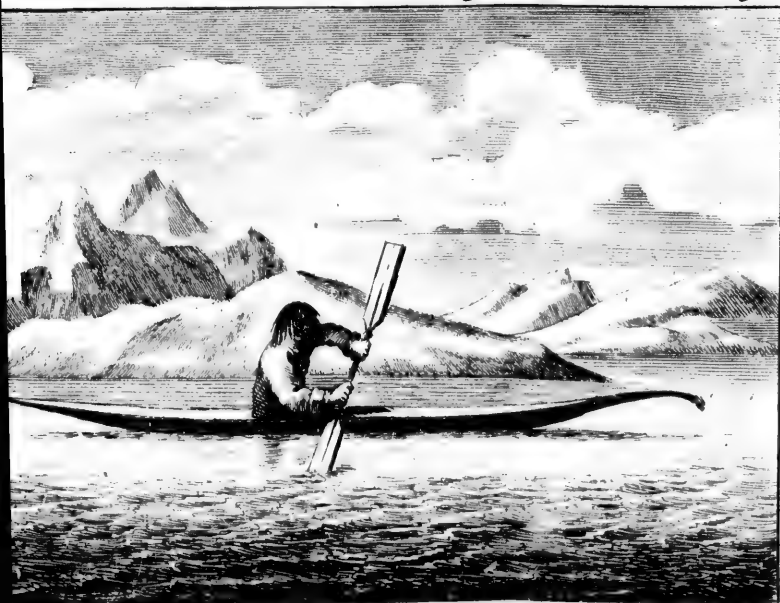
*An Eskimaux on the N.W.*



*An Eskimaux*



*Eskimaux on the N.W. Side of Hudson's Bay*



*An Eskimaux in his Canoe*

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Faces somewhat obstructs their Sight; yet then it is easily removed with their Hands; but if it was not for this Defence, those Insects would be insupportable here, as they are in some Parts of *Lapland*, according to the Account given us by Mr. *Maupertuis*, in his excellent Book of the Figure of the Earth. For this Purpose their Children wear them while they hang at their Mothers Backs, when it must be allowed, that they make a most dismal Figure, and are apt to raise a shocking Idea of the Barbarity of these Savages, tho' they are nevertheless a very harmless and inoffensive People.

WHEN they go to Sea, in order to catch Fish, they commonly carry with them in their Boats, a Bladder full of Train Oil, as our People do a Dram Bottle, and seem to drink the Contents with the same Relish; nay, we have sometimes seen them, when their Stock was out, draw the very Bladder through their Teeth with much seeming Satisfaction. In all Probability they are convinced by Experience, of the salutary Effects even of this coarse kind of Oil, in this rigorous Climate, which makes them so fond of it; and I am the rather induced to be of this Opinion, because I have heard,  
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that the Inhabitants of *St. Kilda*, a rocky Island on the Coast of *Scotland*, are no less pleased with the Oil they make from the Fat of *Soland* Geese, which must be very near as rancid. They also make use of this Oil for their Lamps, which are made of Stone, hollowed out with some Difficulty, and as artificially as can be well expected, considering the Tools they work with; and for the Wick, instead of Cotton, which we use, they have recourse to dried Goose Dung, a very poor Shift indeed, but still better than none.

THEY have a very dextrous Method of kindling Fire; in order to which, they prepare two small Pieces of dry Wood, which having made flat, they next make a small Hole in each, and having fitted into these Holes a little cylindrical Piece of Wood, to which a Thong is fastened, they whirl it about thereby with such a Velocity, that by rubbing the Pieces of Wood one against the other, this Motion soon sets them on fire; and then by applying the lighted Piece of Wood to dry Moss, in the same Manner that we use Tinder, they make as great a Fire as they please. It will be proper to add, that what little Timber they have, is entirely

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tirely Drift Wood ; and this failing them in the Winter, they are obliged to make use of their Lamps before described, for the Supply of their Family Occasions. A Notion has pretty generally prevailed, as if these People lived under Ground in the Winter ; but that this is absolutely a Mistake will appear from hence, that the Country in which they live, is for the most Part one continued Rock ; and tho' possibly there may be a considerable Depth of Soil in some of their Vallies ; yet this being froze almost as hard as that Rock, such a Manner of living must be to them impracticable. After having mentioned some Instances of their Ingenuity, it may perhaps amuse the Reader, if I give him one of their Simplicity. These poor Creatures were so far from being jealous of their Wives, that they would willingly have prostituted them to us, from a Notion, that our Children by them would have been in every respect as much superior to their Nation, as they took us to be ; for they conceive that in the most literal Sense, every Man begets his like ; and that the Son of a Captain must be a Captain, and so of the rest.

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WE sailed from hence, directing our Course to the Eastward, and on the 9th of *July*, arrived and anchored at *Sea Horse Island*, which is very properly named, there being a prodigious Resort of those Creatures thither; and this being their Season of Propagation, they were excessively furious, roaring in a terrible Manner; many of them flouncing about upon the Beach, and much greater Numbers in the Sea that washes it's Coasts. I shall not detain the Reader with an Account of a Creature so often described, but refer him to the Cut, in which he will find it very truly represented. As this is the most Eastward of all the Islands before mentioned, it is the least visited by the Savages of any, as lying most out of their Way; and as this is probably the Reason, that the Sea Horses resort thither in such Numbers to breed; so it is also the Cause of it's being frequented by vast Flocks of Sea Fowl, such as Pidgeons, Gulls, Mews, Loons, Brown Ducks, &c. and this is all that I can say, of a Place were we did but just touch.

ON the 10th we weighed, and stood along Shoar among many small Islands, and Pieces of floating Ice, till we arrived at

*Whale-*

*the Dobbs and California.* 237

*Whale-Cove*, in the Latitude of  $62^{\circ} 30'$  North. We discovered to the Westward of this Place a Bay, in which there were many Islands, from whence there came off a few Savages to visit us; for it is to be observed, that they always make it their Choice, to fix themselves, in the Summer Season, upon the most desolate Islands, for the Convenience of Fishing. It was upon one of these Islands the Captain thought proper to go a Shore in a little Boat, that we made use of upon such Occasions, in which I accompanied him, together with two of the Men. We were no sooner on Shore, than we were met by about twenty *Eskimaux*, but most of them Women and Children, for the Men were gone a fishing; we quickly left them, in order to take a View of the Place; and having for that Purpose gained the highest Part of the Island, we began to look out for some considerable Opening, but in vain: and for this Reason therefore, as well as because we observed the Tide of Flood coming in from the Eastward, we returned on Board the *Resolution*, without making any long Stay.

We sailed again on the 11th, and arrived the same Day at a Point, in the Latitude of  $62^{\circ}$ .

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62°. 47'. North, from whence we discovered a large Opening, running to the Westward, to which I gave the Name of *Corbet's-Inlet*. We did not enter this Opening for two Reasons; first, because the Tide of Flood came in from the Eastward; and secondly, because Captain *Moor* thought he saw the End of it; so that after some short Intercourse with the *Eskimaux*, who are pretty numerous in these Parts, and supplying ourselves with fresh Water, of which we found great Plenty in the Cavities of the Rocks, occasioned by the melting of the Snows; we resolved to return again to the Ships, which we accordingly did on the 13th, and found them both lying at anchor in a tolerable good Road, between *Marble Island* and the Main.

THE first News we heard, was, that in our Absence, the *Dobbs* Galley had been exposed to a good deal of Danger, from the Ice driving down upon her, out of *Ran-kin's Inlet*, which lies about four Leagues to the Westward, and where about that Time the Ice had broke up. Into this Place Capt. *Smith* had sent his Chief and Second Mates to examine it, and, according to the Report of the former, after sailing about

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about thirty Leagues upon different Courses, from West, round to the East of the North, it was found to terminate in a Bay; the Land thereabouts much the same with what has been before described. According to the Accounts given of that Place by Mr. *Westoll*, the second Mate, before this Search was made, there seemed to be some probability of a Passage, which induced Capt. *Smith* to attempt entering it with his Ship; but being very soon embarrassed by dangerous Rocks and Shoals, he desisted, and bore away back to *Marble Island*. The very same Morning that we got on Board the *Dobbs-Galley*, Captain *Smith*, of the *California*, had sent his Long-Boat with the Second Mate, to search all the Coast between Cape *Jalabert*, in Latitude  $63^{\circ}. 15'$ . North, to Cape *Fullerton*, in Latitude  $64^{\circ}. 15'$ . North. There arrived while we remained here six *Eskimaux* on board us, from whom we bought the Flesh of four Seals to make Train-Oil, and then dismissed them, firing at their Departure one of our Great Guns; the Sound of which, being echoed from all the neighbouring Rocks, made such a terrible Noise, as frightened

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frighted them extremely, so that they never afterwards came near us.

WE weighed on the 14th in Company with the *California*, and steered to the Northward, dispatching at the same Time the *Resolution*, under the Command of our chief Mate, to make the same Tour that had been proposed for the *California*'s Long-Boat, with Instructions to join us again about Cape Fullerton. We sailed all the next Day through very thick Shoals of Ice, which at length grew impassable; so that we and the *California* were both obliged to grapple to a very large *Field*, as the Seamen in this Part of the World term it, till by it's Separation we might obtain a safe Passage; and while we lay thus we saw vast numbers of Seals and Sea-Horses lying basking upon the Ice-Field, nor did we give them much Disturbance.

ON the 16th the Ice parting, we cast loose and stood in for the Shore, where we soon got pretty clear of it; but in escaping one Difficulty, we found ourselves involved in another; for this is a Shore, along which there is no sailing, but with the utmost Caution, as there are many rocky Shoals that run a Mile or two out, and are dry at half Tide.

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Tide. We met with more Ice on the 18th, and to avoid it we plyed to and fro, the rather, because this being the proper Station to cruize for the Boats, there was no Time lost. But as they did not join us as soon as we expected, we began to grow impatient and uneasy, and at length it was agreed that the Ships should separate, in order to go in quest of them; and accordingly the *California* stood to the South, and we to the Northward. In the mean Time I went a shore with the Pinnace to a Head-Land, in the Latitude of  $6^{\circ}. 32'$  North, to which we gave the Name of *Cape Fry*, in Honour of *Rowland Fry*, Esq; one of the North West Committee. In our Passage we saw several Whales sporting nigh the shore, and upon trying the Tide, we found it came from the North, that it rose upon the Shore about ten Feet, and that at the Full and Change of the Moon, it was High Water about three o'Clock. The Coast here was of an easy Ascent, but rose pretty high; at a Distance from the Shore, the Hills were of a red coloured Rock, very smooth, and absolutely bare. The Soil in the Vallies between them was a kind of Turf, with pretty long Grass, and here and there

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some Plants bearing yellow Flowers; as also a kind of Vetch, then in Bloom, which bore blue and red Flowers. Of these there were great Plenty near the Ponds, of which we found many. We likewise observed several Banks of white Sand, upon which grew an Herb like Chickweed, that tasted very well in Sallad, and great Quantities of Scurvy-Grafs, of which there is abundance in these Northern Countries, and even so near the Pole, as in *Spitzbergen*; but it is somewhat different in it's Form, as well as much milder in it's Taste than the Scurvy-Grafs that grows here. We saw several Herds of Deer browsing on the Sides of the Hills, but we had not Time so much as to aim at chasing or killing them, because it was requisite we should go aboard the *Dobbs Galley*, which waited for us in the Offing. We observed in our Passage back, that the Water was very thick, with what the Sailors call Whale Food, as well that of the Jelly kind as of a smaller Sort, about the Size of a large Fly, and of a black Colour. The Sea Weed grows here to an extraordinary Size, some to the Length of thirty Feet, which I mention, because to me at least it seems very extraordinary, in as much

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*the Dobbs and California.* 243

as there are but very few Vegetables on Shore, from the Severity of the Climate.

It was on the 21<sup>st</sup> that we sailed in Pursuance of the Resolution before mentioned, in search of our Boats, which was the more necessary, because the properest Season for Discovery was now gliding away, without our having it in our power to make use of it, for want of those Boats. The next Day we fell in Company with the *California*, and upon mature Consideration of the present State of our Affairs, it was resolved, that we should wait no longer than the 28<sup>th</sup>; and that in the mean Time, the *California* should go as far South as the Latitude of 64°. and the *Dobbs* to the Latitude of 65°. N. We took also the necessary Precautions to prevent any Accidents that might happen by the Boats passing by, while we were thus employed, and not knowing where to follow or to join us. It was with this View that the Pinnaces of each Ship, with proper Officers aboard them, were sent to erect a Pole with a Flag flying on Cape Fry; at the Foot of which a Letter was buried, containing Instructions for the People to act by, who were in the Boats, and an Information where we were gone. We likewise took care

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for fear they should not observe this, to moor a large Cask about a Mile and half from the Shore, where we judged it most certain that the Boats must pass, and upon this also was fixed a small Flag, with an Intimation, that they should repair to Cape Fry for farther Intelligence.

ALL Things thus settled, we sailed on the 23d to the Northward, as the *California* did to the South. When we had reached the Latitude of  $65^{\circ} 5'$ . I went in the Pinnance with the second Mate, and six Hands a-shore, on the West Coast of the *Welcome* in order to try the Tide; and here we found the Flood still coming from the Northward, and the Time of High Water to be pretty near the same as at Cape Fry; but it rose above three Feet higher upon a Pole, which we set up at Low Water Mark, in order to make the Experiment with greater Certainty. The Country differed little from that about Cape Fry, except that it appeared somewhat higher; and here as well as there we saw great Herds of Deer feeding. In our Passage also we took notice of several black Whales; and I cannot but observe, that considering the Numbers we saw upon this Coast, it is a Thing very probable, that

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*the Dobbs and California.* 245

a most advantageous Fishery might be carried on here from the Factories; which would be a Thing of great Consequence to the Nation, as for many Years past, we have made little or no Progress in the Whale-Fishery, notwithstanding the extraordinary Encouragement afforded by the Legislature, in order to remove that Necessity which we are under of purchasing both Whalebone and Train Oil from abroad. It seems also more reasonable to make a Tryal of this here, than either in *Davis's Straits*, or on the Coasts of *Spitzbergen*, as the Welcome is less embarrassed with Ice, and the Water is shoaler, which those, who are at all acquainted with the Nature of that Fishery, very well know, are both of them Points of Consequence. After finishing our Business a-shore, with as much Expedition as possible, and making as many Observations as we could in our Passage, we returned aboard the *Dobbs-Galley* the same Day.

WE failed back on the 26th to *Cape Fry*, and had there the Pleasure of meeting with the *California*, in Company with the two Boats, which had joined her in the Latitude of  $64^{\circ}. 10'$ . North. The Officers

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a board them reported, that they found an Inlet, in the Latitude of  $64^{\circ}$ . North, and in the Longitude of  $32'$ . East from *Marble-Island*, which was three or four Leagues wide at the Entrance ; but upon their sailing eight Leagues up it, increased to six or seven Leagues wide : That their Course so far, was N. N. W. by Compass, but then it began to turn more to the Westward ; that sailing ten Leagues higher, it grew narrower by Degrees, 'till it became but four Leagues wide ; that notwithstanding they could perceive the Shores open again, they were discouraged from proceeding farther, because that the Water from being Salt, transparent, and deep ; with steep Shores, and strong Currents, grew fresher, thicker, and shallower, at that Height ; that they met in their Passage, with many of the *Eskimaux*, who at a light Expence had supplied them with a considerable Quantity of fresh Venison, and would have procured them more, as well as Train-Oil, of which they had Abundance, if they could have spared Time. This was all the Account they gave us, or could give us ; and, consequently, the Issue of this Inlet, is absolutely unknown ; which however does not

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at all hinder our Reasoning about it, from the Circumstances that are before laid down, which are certainly very curious and remarkable, when considered in Regard to the Discovery we were sent to make.

IT is highly probable, that this Inlet may have some Communication with a great Lake within Land, which may perhaps have another Outlet of the like Nature, into the great Western Ocean; and one Circumstance which they took Notice of in running up it, gives great Weight to this Conjecture. This Circumstance was, that the Stream of Ebb run faster by one half, than in the *Thames*, for ten Hours in twelve, tho' it was upwards of twelve Miles broad, and for the two last Hours the Flood caused the Water to stand still. In the next Place, tho' I cannot take upon me to say, that here is an immediate Passage; yet, I think, I may safely assert, there is nothing in their Report, that proves the contrary; but this will be farther considered in the Sequel. It is very true, that at first Sight the Freshness of the Water may seem conclusive against a Passage; but if it had been quite fresh, I mean upon the Surface, it would have been far from being so; be-



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cause as this was the Season, when the Snows were melting and draining off the Land, even that might have been expected, and would have been no more than what is found in the *Baltick*, and on the West Coasts of *Africa*, after the rainy Months. In the last Place it may be proper to remark, that tho' the Tide of Flood coming from the West, would have been a direct and absolute Proof of it's being a Passage to another Sea, yet a Flood from the East, is by no means such an absolute and direct Proof to the contrary, because it is well known, that in the Straits of *Magellan*, the Tides from the two Oceans meet one another; and there is good Reason to believe, that whenever a Discovery is made of a North West Passage, the like will also be found there.

As we were now so near the *Wager*, and being absolutely certain the main Tide in the *Welcome* came from the North, the Captains were both of Opinion that it was incumbent upon them to determine what might be found there, considering the warm Dispute there had been about it, between *Arthur Dobbs*, Esq; and Capt. *Middleton*; and the great Expectations which this Dis-

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Pute had raised in the World, as well as the near Relation that it had to the present Expedition ; so that the neglecting it might have been looked upon as an inexcusable Omission, and the World have been still left in Suspence, whether it was a Strait as the former of those Gentlemen, from various, very probable Reasons, had concluded it to be ; or a fresh Water River, as it was asserted to be by the Captain.

BUT notwithstanding these pressing Reasons, and the strong Inclination every body shewed for settling this Point, it was the 29th of the Month, before we entered this Place.

WAGER-STRAIT, as it was then called, lies in the Latitude of  $65^{\circ} 33'$  North, and in the Longitude of  $88^{\circ} 00'$  West from *London*, having on the North Side of it's Entrance Cape *Montague*, and on the South Cape *Dobbs*. The narrowest Part of it is about five Leagues to the Westward of the last mentioned Cape, where it is about five Miles over, or scarce so much, and there the Tide runs like a Sluice : So that it may be affirmed with Certainty, that at Spring-Tides it runs at the Rate of eight or nine Miles an Hour. While our Ships were

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were in this Place, we had very little Command of them, the Current being so rapid, that the *California* was carried four or five Times round, notwithstanding the utmost Endeavours were used by those aboard her to prevent it. To say the Truth, there could not be a more surprizing Spectacle, than to see how the Water raged, foamed, boiled and whirled about, as if it had been a great Torrent, broken by many Rocks, all which Appearances however seem to have no other Cause than the Narrowness of the Channel, in Proportion to the vast Body of Water that passes through it. There were a great many Pieces of stragling Ice, that came in with us, from the Welcome; and tho' we went at a great Rate through the Water, yet these Pieces of Ice, by the Force of irregular Currents, ran sometimes a-head, and then fell a-stern of us again. We were about three Hours in this Situation, but at length having passed *Savage-Sound*, where the Tide is less rapid, as the Channel becomes broader, we found ourselves more at our Ease, and in greater Safety. This Sound is formed by a Chain of small Islands, that stretch along at some Distance from the North Shore, behind which

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which Captain *Middleton* lay, when formerly in this Place. On the 30th, we found ourselves off *Deer-Sound*, which is an indifferent good Road, about eight or ten Leagues higher up on the same Side of the Strait. We discovered soon after, a very good Place for securing the Ships, surrounded in a manner with high rocky Islands, which shelter it almost from every Wind; to this we gave the Name of *Douglas-Harbour*, in Honour of *James* and *Henry Douglas*, Esqrs; Members of the North West Committee. After mooring our Ships in between twelve and eighteen Fathom Water, we deliberated again upon the proper Method to be pursued, in order to determine clearly whether the *Wager* was a River, a Strait, or a Bay, and this produced the following Resolution, which was the Grounds of our subsequent Proceedings.

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*At a Council held on Board the  
Dobbs Galley, in Douglass Har-  
bour, Wager Straits, July the  
30th, 1747.*

P R E S E N T,

Captain *WILLIAM MOORE*,

Captain *FRANCIS SMITH, &c.*

‘ **B** E I N G now at Anchor in a safe  
‘ Harbour, about thirty Leagues up  
‘ the said Strait, and finding good Encou-  
‘ ragement to go farther, we have met to de-  
‘ bate on the most effectual and expeditious  
‘ Method to be pursued therein ; and after  
‘ mature Consideration, we have unanimously  
‘ agreed, that the Ships shall remain where  
‘ they now. lie, and that the Boats of each  
‘ Ship shall depart at the first of the Flood  
‘ to-morrow Morning, up the said Strait,  
‘ as far, if possible, as to determine whether  
‘ it is a Passage to the Western Ocean of  
‘ *America*, or not, which is to be done with  
‘ all the Expedition and Accuracy the Nature  
‘ of the Business will permit ; but in order  
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*the Dobbs and California.* 253

‘ that the Ships may not be detained in this  
‘ Northern Latitude, longer than they may  
‘ with safety, by waiting for the Boats; it is  
‘ resolved, if they should not return by the  
‘ 25th of *August* next ensuing, then the  
‘ Commanding Officers of both Ships, are  
‘ to proceed with the *Dobbs Galley* and *Ca-*  
‘ *lifornia* for *England, &c.*’

IN Purfuance of this Resolution, the Cap-  
tains of the *Dobbs Galley* and of the *Calif-*  
*ornia*, sailed with proper Officers, and a  
sufficient Number of Hands in the Boats,  
belonging to their respective Ships, upon  
the last Day of this Month, with a fair and  
fine Gale, keeping a North West by West  
Course, till the Strait diminished in Breadth,  
from ten Leagues to scarce one. At this  
Time, which was pretty near the Approach of  
Night, we were alarmed with a very loud  
unaccountable Noise, resembling the Sound  
of a vast Cataract, or prodigious Fall of  
Water, but could not discover from whence  
it came; it was therefore thought necessary to  
come immediately to an Anchor, that some  
of us might go a-shore, and see what Dis-  
coveries might be that Way made. This  
was accordingly done; but before we  
could

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could gain the Top of the Eminence, for the Shore proved excessively rocky and steep, it was become so dark, that we found all the Pains we had taken entirely thrown away, and were obliged to return to our Boat very weary; and yet no whit wiser than when we went. I cannot help, however taking Notice, that in ascending these Mountains, we had at once as great, as gloomy, and as awful a Prospect, as perhaps ever astonished mortal Eyes. While we walked along the Beach, the ragged Rocks above seemed pendant over our Heads: In some Places there were Falls of Water, dashing from Cliff to Cliff; from others hung prodigious Icicles in Rows, one behind another, like the Pipes of a vast Organ. But the most tremendous Part of the Scene were the shattered Crags which lay at our Feet, and appeared plainly to have burst from the Mountain Tops, thro' the expansive Power of the rigorous Frosts, and so rolled with inexpressible Fury down the Sides, 'till they reached those Places where their Ruins now lay: I call them Ruins; for such they properly were: And if there is something that deeply affects us, when we behold  
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either the Waste of War, or the Devastations of Time, it may be easily conceived, that something much more terrible must be felt from the Sight of these amazing Relicks of the Wreck of Nature.

WE spent the Night, as the Reader may believe, with no great Satisfaction ; and early in the Morning we went a-shore ; nor was it long before we discovered, that the mighty Noise we heard, was occasioned by the Tides being confined in a Passage of about sixty Yards wide, but the Body of Water, and it's Rapidity, was exceeding great : and notwithstanding we were now One Hundred and fifty Miles from the Entrance, it's Colour was perfectly bright, and it's Taste very salt. The Tide rose here commonly fourteen Feet and a Half, high Water at six o'Clock at Full and Change. As we saw clearly that the Strait opened beyond this Fall, to five or six Miles wide, and ran several Leagues to the Westward, we were still in Hopes of a Passage. The great Difficulty now was how to pass the Fall, which, when attempted, proved not either so hard, or so hazardous, as from the first View we apprehended ; for I passed it with a little Boat,



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Boat, when it was in it's full Fury. We soon after found, that it might be crossed without any Risque at all; for at half Flood, the Water below the Fall, was upon a Level with that above; and at half Ebb again, the Water above, was even with that below; and at those Times, it was quite smooth and still, so as to be passed without the least Difficulty or Danger. While we lay here, three *Indians* came aboard us in their Canoes, and appeared from their Manners, to be the same kind of People we had met with in other Parts of this Coast, but much lower in Stature; for it was very observable, that in sailing North from *York-Fort*, every thing dwindled and diminished, so that Trees shrunk into Brushwood, in the Latitude of  $61^{\circ}$ . and none of the human Species appeared beyond the Latitude of  $67^{\circ}$ . These *Indians* seemed a little timorous at first, as in all Probability we were the first *Euro-peans* they ever saw; but upon our making Signals of Friendship, they grew bolder, came up to, and conversed with us, and upon giving them to understand, that we wanted *Tuktoa*, which in their Language signifies Venison, they presently went a-

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shore, and brought us some which had been cured after their manner, by drying ; together with some Pieces of Buffaloes Flesh, which appeared to have been lately killed ; and having purchased this small Cargo of theirs at an easy Rate, we sent them away very well satisfied. On the 2d of *August*, we passed the Fall, above which the Tide rose only four Feet, but the Shores were very steep on both Sides, and no Ground was to be felt with a Line of One Hundred and Forty Fathom. There still appeared Seals and white Whales, but notwithstanding this, most of our Company were not a little discouraged by their finding the Water almost fresh upon the Surface. But it being my Opinion, that this Freshness was only on the Surface, I resolved to make an Experiment whether the thing was so or not ; and for that Purpose let down a Bottle strongly corked, to the Depth of thirty Fathoms, where the Cork was forced in, and the Bottle came up full of Water, of the same Degree of Saltness with that in the *Atlantick* Ocean ; which revived our Hopes, as suddenly as they were sunk before. But this Gleam of Success

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cess proved however of very short Continuance.

ON the 3d of *August*, towards the Fall of Night, the Water became unexpectedly shoal, upon which we anchored, 'till the Morning should discover the Cause. The Day no sooner broke, than we went ashore, and from the Hills that were but a very small Distance from the Coast, we had the Mortification to see clearly, that our hitherto imagined Strait ended in two small unnavigable Rivers; one of which plainly fell from a large Lake, which lay at some Miles Distance to the South West. Thus all our Hopes vanished, and we had nothing to console us for the Pains we had taken, the Time we had spent, and the Dangers we had run, but the Satisfaction of having done in this Respect, all that could be looked for from us, and having thereby cleared this Point, and left no farther room to doubt about the Issue of this Inlet, which might otherwise have produced as warm Contests in succeeding Times, as it had already done in ours. Besides, as Capt. *Fox* long ago observed very justly upon this Head, every promising Opening, fairly and fully searched, and that Search clearly  
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and candidly recorded, lessens the Difficulty of this Enterprize, and reduces the great Question of a Passage, or no Passage, so much nearer to a Certainty.

THERE came off to us during the short Stay we made here six Canoes ; and the People in them brought us a small Quantity of Deer and Buffaloes Flesh, and some dried Salmon, which we purchased, and signified to them our Desire to have more, which they readily apprehended, and as soon complied with, returning to the Place from whence they came, and bringing us very speedily a much larger Quantity of the same kind of Provision, which we not only purchased, but also bought some of their Clothes, their Bows, and whatever else they were inclined to part with, out of mere Curiosity. Of these People I endeavoured to learn all I could ; first with Respect to the Copper Mine, and then with Regard to another Sea, which I endeavoured to suggest to them might lie to the Westward ; to make them comprehend which, I chalked out a kind of a rude Draught of the Coast, in Hopes they might have continued it, but this was all Labour in vain ; for they seemed not in the least to understand me,

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me, and as the Reader will easily conceive was a very considerable Addition to that cruel Disappointment we had lately met with.

AMONGST these *Indians*, there came a Person, who though his Dress and Language was the same with theirs, yet appeared manifestly from his Complexion, which was much fairer, and from his being utterly unacquainted with the management of a Canoe, to be of another Nation, and that he was only brought by them to see us. Our Captain imagined that he might possibly be a Slave; and observing how ready these People were to part with any thing they had, entertained from thence a Notion, that it might not be impossible to purchase him; and to be sure, if this could have been done it would have been a right measure, because from him, very possibly, we might have learned somewhat. It was with this View, that Mr. *Thompson* the Surgeon was sent a-shore with a Parcel of Goods to try what might be done, but the *Indians* not only rejected the Offer, but did it such a manner, as very plainly shewed their dislike to it.

On

*the Dobbs and California.* 261

On the 4th both Boats weighed, and we began to make the best of our way back to the Ships, but the Wind being contrary, and at the same time very high, we found ourselves obliged to take shelter in the Evening in a Cove under the South Shore, at about four Leagues distance. But the Wind coming about in our favour towards Midnight, we took Advantage of it and got under Sail, but had not proceeded far before we were hailed by the People of the *California's* Boat to inform us, that they had lost a Man, who had the Misfortune to be knocked over-board by the Main-Sail's suddenly shifting from one side to the other. The Boat making great way, and the Night being very dark, they heard no more of him.

As we were now convinced that there was no other way back, but that by which we came in, we prepared to repass the Fall, which we did accordingly upon the 6th, and grappled that Night under an Island eight or ten Leagues below it. Having a strong Gale of Wind from thence with much Sleet and Snow, we very soon arrived at the Ships, without meeting with any thing farther in our Passage that was worth



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observing; except that every body expressed a Sense of the Disappointment we had met with more or less warmth in proportion to his Concern for the Success of the Voyage; so that though we were very well pleased to find ourselves safely returned, yet our first Concern was to contrive some Method of ballancing this Disaster by making another Trial, in hopes it might be attended with better Success.

Accordingly, in the very Council that was held for receiving our Report of the late Expedition, Mr. *Thompson* the Surgeon intimated some Doubts he had, that as the Weather was far from being clear, the Sea running high, and our Boats being at a good Distance from the North Shore in our return, it was not at all impossible that we might have passed some Opening unobserved on that Side, which he the rather inclined to fear, because he thought the Land looked, as well as he could discern it, both high and double, with very large Breaks between the Mountains. I readily seconded his Motion, though influenced thereto by other Motives, more especially from the extraordinary Tides that we had discerned, for at *Douglas Harbour* it rose sixteen Feet and

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a half perpendicular, whereas according to Capt. *Middleton's* Relation, it flowed but ten Feet at *Deer Sound*, though eight or ten Leagues nearer the *Welcôme*; besides, the time of High Water being rather earlier at the Fall, though ninety Miles farther West, than at that Sound, I could not easily reconcile these Circumstances to the want of a Passage, and therefore, though I could say nothing as to the Particulars taken Notice of by Mr. *Thompson*, I yet thought these Observations might very well justify that Review which he proposed; for in Cases of this Nature, it is impossible for Men to be too careful or exact, since upon that, the Success of their Voyage depends; and, which is much more, the Report of it is to become, if not a Law, at least a Guide, and a Rule to Posterity. These Arguments were insisted upon in their full Extent in the Council after the Report was made; and in Consequence of a long and warm Debate that happened upon this Occasion, the following Resolution was agreed to, in order to rectify any Mistake that might have happened in the before-mentioned Trial.

*At a Council held on Board the California in Douglas Harbour the 7th of August 1747.*

P R E S E N T

Captain *WILLIAM MOORE*,

Captain *FRANCIS SMITH, &c.*

‘ **W** Hereas on *Friday* the 7th, the  
 ‘ Boats returned from examining  
 ‘ the most likely opening for a Passage, or  
 ‘ Strait, and on the most exact Search none  
 ‘ appeared where they had been, and Capt.  
 ‘ *William Moore* and Capt. *Francis Smith*,  
 ‘ being fully satisfied that there is no Prospect  
 ‘ of any other Opening than from the East-  
 ‘ ward by which the Ships came in, but  
 ‘ being willing to satisfy Mr. *Edward Thomp-*  
 ‘ *son* the Surgeon, and Mr. *Henry Ellis* of  
 ‘ the *Dobbs Galley*, who think that the  
 ‘ Boats on their return (it blowing hard)  
 ‘ did not keep near enough to the North  
 ‘ Shore, which to them appeared double  
 ‘ Land, and having an Opinion that the  
 ‘ Entrance of this River or Strait is not  
 ‘ sufficient

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‘ sufficient to admit of the extraordinary  
‘ Tides found here, but that there may be  
‘ a Passage for them through the North  
‘ Shore, seven or eight Leagues from hence,  
‘ which they, Mr. *Thompson* and Mr. *Ellis*,  
‘ conceive might escape Observation; it is  
‘ therefore resolved, that the *Dobbs’s*  
‘ Schooner *the Resolution* shall immediate-  
‘ ly proceed, to acquire a Satisfaction as to  
‘ those Parts.”

Signed by the COUNCIL.

AT this Council I took notice, that as there were a great variety of Circumstances, many of them very strong, and such as amounted almost to a Demonstration, of there being still some Passage to another Ocean lying to the Northward, in that which Captain *Middleton* called *Repulse Bay*; such as that the Tides were always higher, and the time of High Water sooner, the farther we sailed Northward; as also the Saltness and Transparency of the Water in the *Welcome*, which was such, that one might see the Bottom at the Depth of twelve or fourteen Fathom; joined to the Numbers of Whales that were continually seen upon the

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the Coasts, and the repeated Instances we had, that North West Winds, made abundantly the highest Tides; supported by the Assurances, that Captain *William Moore* had from time to time given me, that there was a Passage in *Repulse Bay*; I therefore proposed that the *Dobbs Galley* should depart immediately in search of it, while the *California* finished the Examination of this, and whatever Places remained not thoroughly searched to the Southward. This was strenuously opposed by some, who alledged, that we had no Instructions to go thither, nor were warranted to separate our Ships, that several of the People in the *California*, and some of our own, were much indisposed, and in a Manner incapable of staying longer in these Seas; and lastly, that the Season was rather too far advanced to proceed again to the Northward. To all these Objections I replied in the best Manner I could, but with no Effect, for upon the Questions being put, the Proposition I had made was rejected by a Majority, from whence I concluded, that there were some who began to be tired of so much Labour and Hardship, and who were therefore inclined to put an End to the Voyage as soon

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as they could, or at least, to prevent any more such toilsome Expeditions as our last; the Discovery we then made, serving also to countenance this Design, which tho' I could not approve, it was no way in my power to prevent.

It is certainly a Thing of the utmost Consequence, in every Undertaking of this Nature, to interest, as far as it is possible, all who are any ways concerned in it's Success, and that too in Point of Profit, as well as of Character; for otherwise, a little Labour will tire, and the first appearance of Danger be apt to affright them. It is also very expedient, that those who have the Concerting and Direction of such an Affair, should confer with every Officer before he goes out; give him his Instructions by word of Mouth, as well as Writing, and assure him of their Favour, Countenance, and Protection, in case he performs his Duty upon his Return. This would render the lesser Officers, not only vigilant and assiduous, but enterprizing and alert, when they knew for whom, and upon what Terms they exposed themselves; they would then not punctually only, but cheerfully also, obey their Commander's Orders, in case he was active for the Discovery, and  
prove



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prove a great Check upon him if he was not ; neither ought something of the same Kind to be omitted, with Respect even to the private Men, who should be excited to their Duty, by Discourses suited to their Capacities, and animated in the Performance of it, by Encouragements proportioned to their Way of living. This was constantly practised on board us, and I am induced to recommend such a Conduct, from the good Effects which I saw it produce. For our Men went about what they were ordered with great Alacrity and Chearfulness ; underwent Hardships and Fatigues patiently, and were not afraid of looking Danger in the Face. It was very pleasant to hear them, when they had any Leisure, discoursing over all the Points that were of greatest Consequence to the Success of our Voyage ; such as the Nature of Tides, the Indications that might be drawn from them, and the Circumstances requisite to be observed about them ; the Figure of the Globe, the Disposition of Land and Water, the Advantages that would arise to *Great-Britain*, from a Discovery of the North West Passage, and such like. Nay, the very *Orkney* Men, who were far enough from  
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*the Dobbs and California.* 269

being either good Seamen or Statesmen, could not help foreseeing, that the discovering such a Passage would be highly serviceable to their Islands, by bringing thither great Resort of Shipping. But the strangest Thing, that in this Respect fell within the Compass of my Observation, was aboard our own Ship, where there was a very honest Seaman, whose sole Delight was a delicious Dram, that one Day heated himself to such a Degree, in talking over the Business of the Expedition, that in the warm Sincerity of his Heart, he could not help saying with a good round Oath, *Now had I rather find the NORTH WEST PASSAGE than HALF an ANCHOR of BRANDY.*

THE Weather all this Time continued very indifferent, for we had several Squalls of Sleet and Snow, and a strong North North West Wind, which broke two of the *California's* Anchors, and it was not without much Difficulty she escaped being forced a-shore upon one of the Islands: but at length with the Assistance of the Crews of both Ships she was moored in safety, to our very great Satisfaction; as we were very sensible, that if she had gone a-shore upon any of the Islands, she could not possibly have been got off, without

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without suffering considerable Damage. On the 13th the Weather becoming fine, Mr. *Thompson*, the Chief Mate, and myself went into the Boat, to put in Execution that Act of Council, which has been before given to the Reader, with Respect to the Opening, that it was supposed we might have passed on the North Shore, when we returned from our last Expedition.

IN our Passage we saw a great many black Whales, and a prodigious Number of Seals; but about Midnight, finding ourselves enclosed by the Coast and the Islands that lay before it, we founded, and felt Ground at thirty Fathom, and the Depth continuing to diminish, it was judged expedient to come to an Anchor, which accordingly we did. In the Morning we landed, and from an Eminence plainly discovered, that this Opening ran up several Leagues to the South Westward, but that it was impossible for us to proceed much farther, upon Account of several Ridges of Stones that ran quite across it, and were very apparent at Low Water. We discovered also to the Northward of this another Opening, which terminated likewise about three Leagues from it's Entrance, pretty much in the same Manner,

Manner. All hopes of finding a Passage being now lost, with Regard to the Place we were in, we judged it best to return to the Ships as soon as it was possible, which we did on the 14th, so that we were absent upon this Service only one Day.

As soon as we came back, a General Council was called, in order to receive our Report, and consider of what was to be undertaken next. In this Council I laid hold of the Opportunity of repeating my former Proposition, and of adding such new Arguments, as by turning it often in my Thoughts, had arisen in this short Space of Time; but it met, notwithstanding, with the same Fate as before, the Majority of the Council adhering as steadily to their own Sentiments as I could do to mine. Yet as the Season was not entirely spent, and as consequently something more might be undertaken, the following Resolution was formed, and unanimously agreed to, which, as it contains the most decisive Evidence, with Regard to Facts which indicate a Passage, and which were warmly disputed between Mr. *Dobbs* and Mr. *Middleton*, I cannot but believe the Perusal of it will be equally agreeable  
and

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and satisfactory to my Readers, for which  
Reason I shall insert it exactly.

*At a Council held on Board the*  
*Dobbs Galley in Douglass Har-*  
*bour the 14th of August, 1747.*

P R E S E N T,

Captain *WILLIAM MOORE*,  
Captain *FRANCIS SMITH, &c.*

AFTER a very accurate Search of  
the Opening, commonly called  
*Wager River* or *Strait*, we find it intirely  
shut up from having any Communication  
with any Place but the *Welcome*, of which  
from the extraordinary Tides, Greatness of  
it's Extent, Depth, and Saltness of it's  
Water even fifty Leagues from it's En-  
trance, we determining it to be an Arm  
thereof; yet finding the Tides to rise a  
great Height on the West Coast of the  
*Welcome*, but more especially here, and  
not being quite certain whence they come,  
further than that all the Places we have  
tried them in our way here, we have  
found the Flood to set the Course of the  
Coast

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‘ Coast from the Northward and North-  
‘ West Winds to make the highest Tides,  
‘ now being desirous to know whence the  
‘ main Tide comes, we conceive a Know-  
‘ ledge of its Direction on the East Side of  
‘ the *Welcome*, would be conducive there-  
‘ to; it is resolved (Wind and Weather per-  
‘ mitting) that Trial be made at the Low  
‘ Breach nearly opposite to this Place, as  
‘ also at *Cary-Swans-Nest*, and all other  
‘ Places that may furnish any Light towards  
‘ the Discovery of a North West Passage.  
‘ In Witness whereof we hereunto set our  
‘ Names.”

Signed by the Council.

It may not be amiss to add here a short Account of the principal Articles about which Mr. *Dobbs* and Mr. *Middleton* differed. Mr. *Dobbs* gave it as his Opinion, that the Flood came from the Westward through several Openings between the Latitudes of 62 and 65° N. and was propagated from thence to the *Welcome* and *Repulse Bay*. It was his Sentiment also, that in *Wager Strait*, for so he supposed it to be, the Flood came from the Westward, and at the South West Bluff met the

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Eastern



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Eastern Tide. Mr. *Middleton* had quite a contrary Notion with regard to both these Points, and he was right. Yet it must be allowed, that Mr. *Dobbs* was misled in respect to the latter by Lieutenant *Rankin*, who finding a strong Stream running from the Westward nigh the South Side, where he lay while the Water rose upon the Shore, he concluded from thence, that the Flood came from the Westward, whereas that Stream was only an Eddy, and the main Current in the Mid-Channel came from the Eastward; a thing no ways singular; for many Instances might be assigned of the like happening in other Places. Mr. *Dobbs* therefore reasoned right, but from wrong Principles.

MR. *Middleton* on the other hand affirmed, that the Water was there quite fresh, that it did not flow to any considerable Height, that the Stream was not very rapid, and that South East Winds made the highest Tide, all which Facts are clearly and distinctly refuted from the Light of Experience, afforded by repeated Trials, set down in the Resolution of Council, which I have transcribed; besides, he asserted, that the main Land was continued from the Latitude of  $63^{\circ}. 20'$ . to *Cape Dobbs*, which was not so, for

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for we discovered a large Opening in the Latitude of  $64^{\circ}$ . N. Some other less material Differences there were, which, to avoid fatiguing the Reader, I shall not mention.

BUT it ought to be observed, that it was from his Zeal for the Publick, and a laudable Concern for the Glory of the *British* Nation, that Mr. *Dobbs* took so much Pains in this Affair. It must be likewise considered, that he could not be expected to be farther in the right than he was properly informed, and that it must be allowed, that he argued very justly and judiciously, though from Facts that were wrong stated; so that his Errors, if they may be properly called so, were not only involuntary but inevitable; since Reasoning as he did from what was laid down to him by others, he could be answerable only for the Rectitude of his Conclusions, and not for the Certainty of the Premises which lay entirely out of his reach to discover: Whereas Mr. *Middleton* was bound to greater Strictness in his Assertions, as they were not established on the Reports of others, but were grounded chiefly upon his own Experience; yet it may be fairly alledged in his Excuse, that as he found his Character

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publicly attacked, it was very natural for him to defend himself by any Arguments, and any Means that lay in his way. I do not take upon myself to decide in this Controversy, I only deliver Things as they appear to me; and at the same time that I give my Opinion, I give also the Evidence upon which it is founded, and leave the whole to the Determination of the Reader. Neither should I have meddled with this Matter at all, but that it relates immediately to my Subject, and is of great Importance, not only to the thorough understanding the Design and Issue of this Expedition, but all future Expeditions in view to this Discovery. Since if all Errors, however they may arise, be not detected and removed, so that those who in succeeding Times shall be employed in such Undertaking, may have the full Benefit of former Experience, this Discovery of so great Consequence to the *British* Nation, may be much longer delayed than otherwise it need be, and therefore the Publick has a Right to expect the greatest Accuracy and Preciseness in all Narrations of this Nature.

On the 15th of *August*, we weighed from *Douglas Harbour* in Company with the  
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*California*, with a strong but fair Wind, attended with some Squalls. We were met in the *Narrows* entering the *Wager* by a Flood Tide, which detained us several Hours, though we went at the rate of more than eight Knots through the Water. When we were got into the *Welcome*, the Wind continuing still fresh, we lay too. On the 17th the Weather being very fair and moderate, and the Sky clear, it was proposed that as we lay within three or four Leagues of the *Low Breach*, we should go thither to try the Tide, agreeable to the last Resolution of Council, to the general Scheme and Intention of the Voyage, and to the particular Articles upon this Head, which the Gentlemen of the North West Committee thought fit to insert in our Instructions.

Accordingly in the Evening, I went with our second Mate Mr. *Metcalf* for that Purpose, but before we could reach the Shore it was dark, and also a little after High Water, so that we were under the Necessity of staying till it was High Water again, in order to execute our Commission with Certainty. In the mean time, the Ship lay too in the *Offing*, and fired Guns every half Hour, but either the Wind or the

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Ebb Tide driving her several Leagues to the Northward, she was soon out of the reach of our hearing her Guns, and by that time it was Morning she was out of Sight. As soon, however, as the Day appeared, we finished the Business for which we came, and found that the Tide flowed here from the Northward, and rose to the Height of fifteen Feet. We likewise found that it was High Water at Full and Change of the Moon a little before three o'Clock, which was somewhat earlier than the time of full Sea upon the opposite Coast. Our Business being now over, the next thing to be considered was, how we should be able to get on Board, as to which, many and great Difficulties presented themselves to our View, clothed with such Circumstances of Terror, as could not but make the strongest Impression on our Minds, and therefore the Reader will pardon me for entering into a particular Account of them.

THE Ship, as I observed before, was now out of Sight; it was not possible for us to know with any degree of Certainty which way to follow her, the Wind grew very high, the Weather very thick, attended also with Snow, the Boat we had was small  
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and deep, most of the Hands in her were Landmen, and those too much indisposed; so that all things considered, we might be truly said to be in a most deplorable Situation. I endeavoured to encourage the People in the best manner I could, by representing, that let the Event be what it would, it was better for us to go to Sea and endeavour to find the Ship, than to remain and perish upon that inhospitable Coast, where there was not the least Track of Man or Beast, no Shelter to be had, or so much as a Drop of fresh Water; and where, in the midst of these Inconveniences, it was impossible to prolong our Lives for any time, as we had hardly one Day's Provision aboard. The People being prevailed upon by these Reasons, agreed to put to Sea, which we accordingly did in Circumstances dismal enough, and under still more dismal Apprehensions. The Wind increasing and the Sea running very high, we took it in very plentifully, and a great part of our Time and Labour was employed in throwing out, so that it was impossible we should have held it long. However, when we had got about twelve Leagues from Shore, we, to our great Satisfaction, decry-

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ed the Ships, and this giving us fresh Spirits, we redoubled our Labour, and very soon got safe aboard; and very happy it was for us that we did so, at that Time, for otherwise we should never have seen them more, the Wind rising much higher, and, consequently the Sea; the Weather too became so thick and dark, that it was impossible to discern either Ship or Shore; but it pleased God to deliver us before Things were come to these Extremities, from which nothing but a Miracle could have saved us.

THE Wind blowing from the South, we were detained in the *Welcome* till the 19th, when it shifted, and we took the Advantage of sailing Southward; but as it grew tempestuous from the North West, and the *Resolution* which we had towed ever since we left the *Wager*, being both a Hindrance to the Ship, and hazardous to the People who were in her, it was judged more expedient to take all Things out of her, and turn her a-drift, than to remain in this Condition any longer, which was accordingly done. We had fine Weather on the 20th and 21st, but as we were at some Distance from *Cary-Swan's-Nest*, we made no Use of the Season, with Respect to

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to the Trial of the Tide there ; tho' as the Reader must remember, this was amongst the Number of the Things proposed as necessary to be done in the last Resolution.

As the Weather grew afterwards very indifferent, a Council was called on board the *California*, in which a definitive Resolution was taken to bear away, without farther Delay for *England*, and was put in Execution immediately. On the 27th we saw Cape *Pembroke*, on the Eastern Coast of *Hudson's Bay*. On the 28th, we passed the Island of *Mansel*, and failed by some Ice, of which we had many large Pieces in View, 'till we arrived over against Cape *Charles*. We entered *Hudson's Strait* on the 29th, and had very pleasant and warm Weather, which lasted 'till the 3d of *September*, and then it grew foul again, having at the same Time a strong Wind from the Eastward. We fell in on the 5th with two of the *Hudson's Bay Company's Ships*, with whom we resolved to keep Company, yet were separated from them in the Night of the 6th, but were lucky enough to rejoin them the next Day. The uncomfortable Weather we had, made so chiefly by the thick and noisome Fogs, proved the Cause, that  
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many of our People began now to relapse into their old Distemper the Scurvy, which was the more unfortunate at this Juncture, as we were then in the most dangerous Navigation of all those Seas, occasioned by the Narrowness of the Straits, the Want of Soundings, huge Mountains of Ice, which may be very well compared to floating Rocks, and the dismal dark Weather, which renders it so very difficult to avoid them. Yet frightful and shocking as these Circumstances are, it is not long before they become so familiar as not to affect us much, and the Danger is so far lessened by keeping a constant Watch, and proper Discipline amongst the Seamen, that one seldom hears of any melancholy Accident. This is the more manifest from a Fact, the Truth of which is indisputable; and that is, the *Hudson's Bay Company's* Ships, returning Year after Year without any Disaster; from whence perhaps we may infer, that where constant and continual Danger excites perpetual Attention, it thereby alters it's Nature, and becomes, if I may be allowed the Expression, the Cause of Safety.

As we have been obliged to take Notice of the prodigious Fogs that are almost constantly

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constantly to be met with here, as no small Part of the Dangers to which Vessels are exposed arise from these thick Fogs, and as many who have sailed in these have thought it worth their Pains to endeavour to account for them, which has been the Aim likewise of the most intelligent Travellers through those Northern Climates, that are in like manner affected by them, it may perhaps afford some Entertainment to the Reader, if we follow such Examples, and employ also a little Pains and Time to discuss a Point, which tho' so often considered, is still far enough from being clear; and the clearing of which however must be attended with Consequences more than sufficient to compensate the Trouble of the Enquiry. For tho' *Hudson's* Straits, the Coasts of *Newfoundland*, and other Northern Regions, are most famous for Mists and Fogs, yet many other Climates are also subject to them more or less, and therefore the Discovery of their Causes, with any tolerable Degree of Certainty, will answer many useful Purposes, as well as add considerably to that Stock of real Knowledge, which the Industry of the Learned in all Ages hath furnished to the World.

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IT is a Hint given by Mr. *Maupertuis*, that perhaps the Sun's long Stay above the Horizon, in Northern Countries, may raise more Vapours than the Night can condense. But Mr. *Boyle* acquaints us, that he had certain Information of very thick and almost constant Fogs, at certain Seasons of the Year, observed upon the Coasts of *Corromandel*, in the *East-Indies*, which cannot possibly be ascribed to the Sun's remaining long above the Horizon, because in that Climate the Difference of Days throughout the Year is not very great. Besides, if this was the Cause, it would follow, that in *Spitzbergen* they should be most troubled with Fogs, when the Sun is highest, and indeed through their whole Summer, when the Sun is there constantly above the Horizon, but Experience proves just the contrary; and that then those who are employed in the Whale Fishery upon these Coasts have bright and clear Weather, which, as *Marten* observes in his Voyage, is the fittest for the catching Whales.

IT appears to me more probable, that the Coldness of the Air condenses the moist Vapour, as it rises and keeps it hovering on the Surface, which seems to be confirmed  
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by our having the thickest and most frequent Fogs, when we are near the Ice Fields, where the Air is coldest. It has been also observed, that South and South West Winds bring much moist Vapour with them, which in the Northern Parts turn to wet Fogs, not only from the Coldness of the Air, but from it's Spring being weakened, whereby it is rendered less capable of sustaining and supporting those Vapours. On the other Hand, all Winds from any Point of the North, are observed to bring with them fair Weather, and this also from a double Cause; first, because they blow over a dry Tract, and consequently bring with them few or no Vapours; and next, because they add to the Elasticity of the Air, so that the Vapours are kept up without any Falling or Fluctuation.

It is to be observed, that in treating this Subject, the common Usage of Speech occasions a great Confusion in our Notions, by representing several Things, sometimes by the same, and sometimes by different Names. As for instance, we very seldom distinguish between Vapours and Exhalations, or between Exhalations and Steams; and yet by distinguishing between them,  
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we should not only come to speak more correctly, but to think also more justly, that is in a Manner more correspondent with the Operations of Nature. Steams I presume are, properly speaking, such Collections of Effluvia as are thrown out of this Globe, by the internal Heat of the Earth itself. Exhalations again are small Particles detached both from moist and dry Bodies by the Action of Heat, as for instance the Sun-Beams. And lastly, both Steams and Exhalations become Vapours; when being rarified to a certain Degree, they ascend up into the Air, where as they rise higher they become Clouds : But if the Air is so disposed, as instead of suffering them to rise, they are precipitated towards the Earth, they then become Mists and Fogs.

WE may from this Account of the Matter easily conceive, that very thick Fogs may be produced, in different Climates, by very different Causes. For in warm Countries, where the Earth is in a manner always open, the Steams that it throws out plentifully may at certain Seasons create great Fogs ; whereas in cold Countries, where the Earth is in a great Measure bound up by continual Frosts, this Cause cannot take Place, at

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least in any great Degree. Yet from the Water while it remains unfroze, such Steams arise very copiously, as is very apparent from what is called Frost Smoak, which ascends very conspicuously even in the hardest Winters, where the Ice is broke. But then in Northern Countries, the Exhalations and the Steams in the Summer Months are very considerable, and the Coldness of the Air, occasioned chiefly by the vast Quantities of floating Ice, and the Ice Mountains on the Land, hinders these Exhalations from dissipating, and consequently is the Cause of those Mists and Fogs that are so much spoken of in all Accounts of *Hudson's Bay*, *Hudson's Straits*, *Newfoundland*, &c.

It is also unto this Denseness in the Air, that we ought to attribute those Appearances, which the Learned call *Parhelia* and *Paraselenæ*; or, as our Sailors stile them, Mock Suns, and Mock Moons; and having this Opportunity, I cannot but take notice, that to this Cause also we ought to ascribe certain bright Spots, like the Tail of a Rainbow, which are generally seen near the Horizon, when Fogs are almost totally dissipated, and the Rays of the Sun are transmitted without interruption. Our Sailors



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lors fancy, that these drive away the Fogs, and have therefore bestowed on them the Name of *Fog Scoffers*; whereas in reality they are the last Remnants of the Fog, that by a Reverberation of the Sun Beams, produce these Appearances. I shall not pretend to say any Thing of the Figure of the Air, or of the continual Circulation of that Fluid, which is very rationally maintained by some great Men, but content myself with these Observations, which are grounded chiefly on my own Experience, and makes therefore naturally a Part of this Relation, since they belong to a Subject, which has been more or less treated of by every Writer, that has pretended to give an Account of what appeared most worthy of Notice, in visiting these Seas.

WHAT I have been saying in relation to Fogs puts me in mind of another Circumstance relating to the Air of this Country, or at least of those Parts, which I visited, that appears to me very singular, which is, that Metals are less apt to rust here, than in any other Climate, where I have been; and this also, though to many it may appear trivial, is a Matter that deserves to be enquired into; for if there be a great  
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Difference observed in the rusting of Metals in several Climates, it may serve as an Indication of the similar or dissimilar Qualities of the Air in those Places, which may be applied to several useful Purposes. Mr. *Richard Ligon*, who compiled an Account of *Barbadoes*, about a hundred Years ago, for he began to collect the Materials for his History in the Year 1648, tells us, that the Moisture of the Air, was at that Time so great, as to cause their Knives, Keys, Needles, Swords, &c. to rust, and that in an Instant; for, says he, take your Knife to the Grindstone, and grind away all the Rust, which done, wipe it dry and put it up into your Sheath, and so into your Pocket, and in a very little Time draw it out, you shall find it beginning to rust all over, which in more Time, will eat deep into the Steel, and spoil the Blade. He adds that Locks too, that are not often made Use of, will rust in the Wards, and so become useless; and Clocks and Watches will seldom or never go true; all which is occasioned by the Moistness of the Air. He farther observes, that before their Arrival at this Island, they took Notice of the like Effects at Sea, when they had for four or

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five Days together, what the Seamen call haizy Weather, which he very particularly describes, and urges it as a Proof that this rusting of Metals, was owing entirely to the Air's Moisture.

It must be acknowledged that Moisture being the Cause of Rust, may be stiled not only a prevailing, but in some Measure, a general Opinion, and there is no doubt that this large, particular, and positive Relation of Mr. *Ligon's*, has been thought a decisive Proof of it. I remember that upon mentioning my Observation, that Metals were less apt to rust in the Countries about *Hudson's-Bay*, than else where, to one who is a very ingenious and very intelligent Person, he immediately mentioned his having made the same Remark in *Russia*, adding that he looked upon this to proceed from the Dryness of the Air. I make no doubt that both these Gentlemen may be in the right, or in other Words, that Metals rust in *Barbadoes*, from the Moisture, and are free from Rust in *Russia*, from the Dryness of the Air. But it is a great doubt with me, whether this general Notion of Humidity being the Cause of Rust, will account for what I observed, or even so much as agree

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with it. It is very certain, that the Air, in the Countries about *Hudson's-Bay*, is rather moist than dry, and what I have before said of the frequent Mists and Fogs, is sufficient to shew that it must be so : Nevertheless Metals do not rust here as in other Places. May we not infer from hence, that mere Moisture is not the Cause of Rust, tho' seldom or never occasioned without Moisture?

WHOEVER carefully examines Rust, will find that it is a Solution of the superficial Parts of the Metal, from which it arises, by some fluid Menstruum. It does not however follow from hence, that all Fluids will cause Rust, or which is the same thing corrode and dissolve the superficial Parts of Metal ; for we know that Oil is so far from having this Property, that it is applied to Metals to prevent Rust. If we pursue this a little farther, and enquire how it comes to pass, that Oil, or indeed any kind of greasy Unguent, comes to have this Effect, we shall be let somewhat more into the Secret ; for it will then appear, that Oil preserves Metals by defending them from the Contact of such Particles in aqueous Fluids, as are the real Causes of Rust. Now is it not extremely probable from all this, that

these Particles are no other than acid Salts? May we not be led to this Opinion, or at least confirmed in it, by considering that the Solutions of all Metals are made by acid Menstruums, and more especially by reflecting on the known and common Method of making white Lead, which is no other than a Rust or Solution of that Metal produced by Vinegar? Do we not see from hence, that Oil preserves Metals by it's known Quality of sheathing, blunting, and entangling acid Salts? Surely we may from hence very safely collect, that it is not barely Humidity, but a fluid Menstruum of a certain kind that causes Rust.

BUT to make this Subject still clearer, or rather to give all the Light into it that can be derived from my Observation; let us observe, that tho' Air is a Fluid, and that tho' it sometimes acts upon Metals, indeed it commonly acts upon them in such a manner, as to dissolve their superficial Particles, which is precisely the same Thing that is meant, when we say, that it makes them rust; yet it does not do this barely as a Fluid; for then Air would every where have the same Effect, and Metals would rust as much in *Russia*, as in any of the Countries

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tries near the Line. Neither is Air capable of doing this, (tho' the contrary is commonly imagined) by it's being loaded with aqueous Particles; for humid Air would then have the same Effect in *Hudson's-Bay*, as it has upon the Coasts of *Barbadoes*. But if those aqueous Particles that float in the Air, are charged with acid Salts, then it will produce this Effect, otherwise not. Thus we see that Metals may be made a Kind of Standard of the Quality of the Air, in this Respect; since it has been plainly made appear, that they are very capable of shewing, whether they abound with a certain Kind of Salts or not. I would not willingly go out of my Depth in a Matter of this Nature; but I hope I shall not be thought too presuming, if I put the Reader in Mind of a former Remark, that Fogs may be caused in very hot Countries, in a great Measure, by Steams from the Earth, and add to it upon this Occasion another Hint, that it is not in the least improbable, that these Steams may load the Air with an extraordinary Quantity of these acid Salts, which on the contrary may not rise so plentifully in these Northern Regions, where the Water often, and the Earth always, is locked up by Cold,

and where the Heat of the Sun may be presumed to raise only the more aqueous Parts.

This Method of Reasoning seems to be supported from an Experiment made by that diligent and accurate Enquirer after Truth, the Learned and Reverend Dr. *Hales*, who, in distilling Salt Water with a View to make it fresh, found that a moderate Heat answered much better than one more quick and violent; the Water that came over the Still with the former being perfectly fresh, whereas the latter was brackish. It is also very possible, that the Heat of the Air may in some measure operate upon Metals, more especially their Superficies, by opening the Pores, and so disposing them to receive a larger Quantity of that acid Spirit of Salt, raised by the strong Action of the Sun into the Atmosphere, as hath been before mentioned.

Having thus contributed my Mite towards the Improvement of the History of the Air, which is a thing of such high Consequence in Natural Philosophy, I shall return to the Narration of the few Things worth Notice in the remaining Part of our Voyage.

On the 9th of *September*, about Break of Day, we fell into a prodigious strong  
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Ripling, and the Sea broke terribly aboard of us on all Sides. This was occasioned by the Tides setting strongly against a pretty brisk Wind, and the like Ripling is frequently met with from the very same Cause in other Places; as for instance, near *Holyhead* in our own Seas; in the Gulph of *Florida*, in *North America*; and in many other Places, but in a less degree than we experienced it. I mention this, because it was from hence that we judged ourselves to be near the Islands of *Resolution*, and accordingly we took our Departure from hence, though we did not actually see the Land. At this time there were several large Ice-Mountains floating in sight, but we very soon left them behind us, as we began now to enter into a warmer Climate. I cannot call it a milder, because we soon afterwards experienced as tempestuous Weather as any we had met with in those Northern Seas, of which such horrid Descriptions have been given by some Writers.

On the 10th we parted again from the *Hudson's-Bay* Ships. On the 11th one of our Men died, who had long lingered under all the afflicting Pains of an

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inveterate Scurvy. In the Night of the 12th we had a most terrible Storm, by which we suffered considerably in our Rigging, and by the effects of which we were very near losing all our Masts, very few of the Hands on board the *Dobbs Galle* being able to keep the Deck, which was the Reason that proper Measures could not be taken, as otherwise might have been, for preventing so great a Misfortune. But fortunately for us, the Masts escaped beyond our Expectation; and we suffered nothing farther than what was the Result of our own Apprehensions, which were melancholy enough for some Hours. This Gloominess was not a little heightened by our Separation from the *California* in the midst of this Storm, and we did not see her again till we arrived in the *Orkney* Islands. We were in some measure consoled for these unlucky Accidents by the return of fair Weather, which lasted for about ten Days, and, as the Reader will easily conceive, afforded the highest Satisfaction to People almost worn out with continual Fatigues, and distressed besides by the Ravages made by the Scurvy, which it is well known weakens  
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People more than almost any other Distemper, to which the human Body is liable.

On the 21st we joined again the two *Hudson's-Bay* Company's Ships, from which as I observed, we parted on the 11th, and resolved to keep Company with them during the Remainder of the Voyage, as indeed we did. On the 26th we met with a small Fleet from the *Orkneys* bound to the Westward. On the 28th we arrived and anchored at *Carstown* in the Island of *Pomona*, where, to our great Joy, the *California* also arrived the next Day, from whom we had been separated about a Fortnight. We continued in this Harbour about a Week, and on the 6th of *October*, sailed from thence in Company with the *California* and four *Hudson's-Bay* Ships, under the Convoy of his Majesty's Ship the *Mercury* of twenty Guns, and arrived safely in *Yarmouth* Roads on the 14th of the same Month, after an Absence of one Year, four Months, and seventeen Days, having sailed from these Roads on the 27th of *May*, 1746.

Thus ended a Voyage of very great Expectation, not only here, but throughout the greatest Part of *Europe*, more especially the Maritime Countries, where the Design,  
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its Nature, Consequences, and their great Importance were best understood. Thus, I say, ended this Voyage without Success indeed, but not without Effect; for though we did not discover a North West Passage, yet were we so far from discovering the Impossibility or even Improbability of it, that on the contrary, we returned with clearer and fuller Proofs, founded on the only Evidence that ought to take Place in an Enquiry of this Nature, plain Facts, and accurate Experiments, that evidently shew such a Passage there may be. What these are, and after what manner they are to be applied, to the Purposes before-mentioned, shall be the Business of the remaining Pages, which it is hoped will give full Satisfaction to every candid Reader.

THE



T H E  
THIRD PART:

C O M P R E H E N D I N G

*Such ARGUMENTS, drawn from  
Matters of Fact, as serve to  
shew the great Probability of a  
Passage by the North West into  
the South Seas, notwithstanding  
the same was not actually dis-  
covered in the Last Expedition.*

**A**S in the first Part, the Motives  
which originally excited the Hopes  
of discovering a *North West*  
Passage, have been sufficiently explained,  
and insisted upon; and as in the second  
Part a distinct Account has been given, how  
far the Expectations entertained of finding a  
Passage

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Passage in certain Parts, have been examined, and found to be without Grounds; I come next to insist particularly on those Reasons that seem to persuade us still, that such a Passage may yet be found; and that there is nothing absurd, or even improbable, in supposing that, with no great Expence, the finding it may be successfully attempted; and that too without exposing such as are sent upon this Expedition, to any extraordinary Dangers, or excessive Fatigues. These Reasons shall be chiefly drawn from Matters of Fact, which fell immediately under my own Notice and Observation in the last Expedition; and which, as I shall sincerely relate, I flatter myself it will appear, that I am no Way misled by any sanguine Expectations of my own, as with the utmost Truth I can affirm, that there is nothing farther from my Intentions, than in any Degree to mislead others.

It is a Fact so well established, as not to be drawn in Question, that in Countries of narrow Extent, which are either Peninsulas or Islands, there are no Trees, but only a kind of Bushes and Underwood; notwithstanding that, on the Continent in the same Latitude, there grows as fine Timber as  
any

any in the World. One might mention the Observations of Sir *John Narborough*, in his accurate Account of his Voyage to the Straights of *Magellan*, and many other Authorities ; but such as are at all acquainted with the *Sketland* and *Orkney* Islands, will think it preposterous to multiply Proofs upon this Subject. It may from hence be laid down as a rational Argument, that where, upon full Examination, it appears, a Country is destitute of Wood, in a Climate in which Timber is known to flourish, it has a Sea on both Sides. Now we have before informed the Reader, that from the Longitude of sixty-one Degrees North, all kind of vegetable Productions visibly shrunk and dwindled, and that instead of Trees and Wood, we met only with Shrubs and Bushes, and those very small ; yet it is very well known, that in higher Latitudes, there are great Woods of large and excellent Timber, in *Norway*, *Sweden*, *Lapland*, and all the Territories of the *Russian* Empire, through that vast Tract of Country that reaches to the Sea of *Japan*. If therefore there were no Sea on the other Side, but a very large Tract of Land to the Westward, ought there not to be the like Plenty of Timber within Land, in these Countries



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Countries that border upon *Hudson's-Bay*? If there be not, as most certainly there is not, can we assign any better or more probable Reason for so manifest a Difference, between Countries under the same Climate, than the Vicinity of a Western Ocean? Neither will it serve as an Answer to what I have advanced, to mention the great Cold of this Climate; since it clearly appears, from a Work lately published at *Petersburgh*, by a Member of the Imperial Academy of Sciences, and under their Direction; that not only Vegetables, but Corn grows in some Part of *Kamschatska*, tho' the Cold is greater there, than upon the Coasts of *Hudson's-Bay*.

To this, I crave leave to add another Remark, that while we lived in *Montague-House*, it was constantly observed that North West Winds brought with them much of that dusty kind of Snow, into which by Experience we knew the Coldness of the Winter-Air converted the Frost-Smoke or Steams arising from open Waters. May not this therefore pass for another probable Reason to conclude, that to the North West of this Country, there must be a large Body  
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of open Water, or in other Words, a Western Ocean at no great Distance? Are not these Arguments very consistent with each other, as well as with the usual Operations of Nature in other Places, where the Causes that are here supposed, are known to produce such Effects as these? Was it not natural for us, while in these Parts, and employed upon such an Expedition, to make every Remark in our Power of this Nature, and can any Man be blamed for framing his Sentiments as his Reason directs him, after examining, comparing and weighing with the utmost Circumspection such Remarks? Is not this the most natural and probable Method of coming at Truth in such Cases, and does not Experience shew, that the greatest and most valuable Discoveries have been made by these Means? Or if Facts of a contrary Nature had occurred to our Observation, would they not have been urged by such as opposed this Design, to prove the Supposition of a Western Ocean absurd or improbable?

THE next thing to be considered, is the Face and Appearance of the Country; from whence also some probable Conjectures may be made; since we know from Experience,

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that most Countries in the World, which lie between two Seas, have a Ridge of Hills, or high Mountains in the middle, and a Descent on each Side towards the Coasts, and this so far as we had any Opportunity of observing it, is actually the Case here; and the plainest View we ever had, which was in our Passage up *Wager-Bay*, gave us the most convincing Proof in this Respect; for at our first Entrance of the Bay, the Land was but low, yet swelled by Degrees, one Mountain rising behind another: When we advanced considerably up the Bay, we could plainly discern, that there was a regular Declension on the other Side, and the whole appeared to our View not unlike the Drafts of the *Isthmus of Darien*, which connects North and South *America*.

THIS also corresponds exactly with the Accounts that have been given at the Factories, by the Southern *Indians*, who constantly affirm that a great Ocean lies but at a small Distance from their Country, towards the Sun's setting, in which they have seen Ships, and on board them Men having large Beards and wearing Caps. Nay some of these *Indians*, who never had seen an *English* Ship

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have drawn the Figure of one upon the Rocks at *Churchill*, which will appear less wonderful to the intelligent Reader, if he considers, that this painting or representing the Likeness of Objects, that surprize them, is a Thing natural to most Nations, which have not attained the Use of Letters; as appears by what the *Spanish* Historian tells us of the *Indians* in *Mexico*, sending to their Emperor *Montezuma* the Representation of *Ferdinand Cortez*, his Ships and Men, when they first arrived upon their Coasts. To this give me leave to add, what Sir *John Narborough* tells us of the Savages near the Streights of *Magellan*, who made the Figure of his Ship, with Earth and Bushes, and stuck up Pieces of Sticks for Masts, which he imagined they did, to preserve the Remembrance of their having seen it; for, says he, very judiciously, they cannot have any Records but by Imitation. If therefore those Savages did it, why might not these? And if these *Indians* could paint a Ship, they must certainly have seen it. Others again have brought down to the Factories white Salt, which they affirmed was made by the Heat of the Sun on the Rocks, upon the Coasts of the other

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Ocean.

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Ocean. I have joined these Testimonies together, because they strengthen and confirm each other, and in a Case of this Nature, I cannot see what better Evidence we can have, than the Face or Appearance of the Country, explained by the Voice of its Inhabitants.

BUT after all that has been said, it must be allowed, that if our Conjectures were ever so true, they would amount to no more than affording a probable Proof of this Country's having a Sea on both Sides, and make nothing for a Passage, from one Sea the other, which is what we are principally concerned about; for if there be no Passage, or if that Passage be a very long one, in a very high Northern Latitude, or very difficult, and encumbered, our Discovery might be thought of very little Consequence; and tho' perhaps it would not be difficult to shew, that this Conclusion would be hasty and ill grounded, because many Advantages might arise to the Trade of this Nation, from the finding a short Passage from one Sea to the other, over Land, yet not to insist upon this for the present, I shall proceed to offer, what to me appears to be the clearest and most convincing

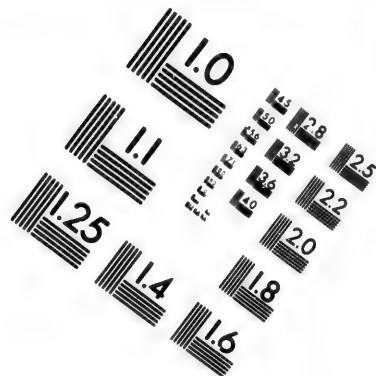
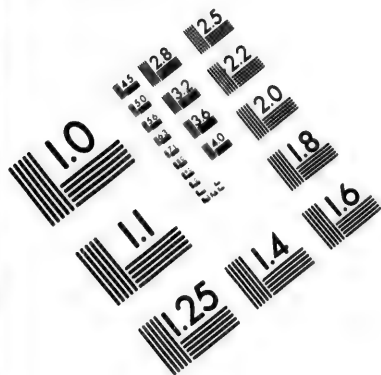
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vincing Proofs, not only that there is such a Passage from one Sea to the other, but that it is short, open and commodious. This may appear something strange, considering that we confess that we have no distinct Knowledge of the Place, where this Passage lies; but when the Reader has examined what we have to offer, he will determine for himself how far this Promise is made good; and all I desire of him at present is, to consider that the Discovery of a new World, was much more improbable, when *Columbus* attempted and accomplished that Discovery, and that Cosmography and Navigation have since that Time been very much improved.

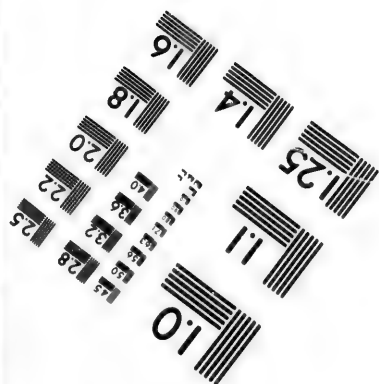
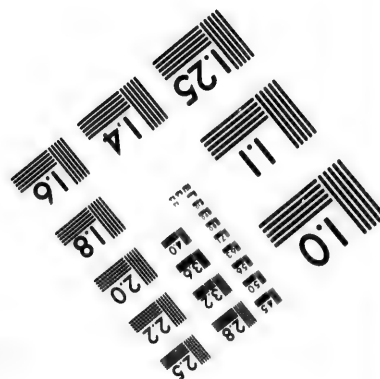
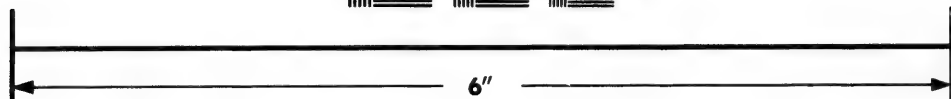
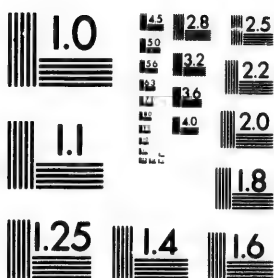
As the Proofs that we have promised, depend entirely on the Doctrine of Tides, it is absolutely necessary that before we come to the Proofs themselves, something should be said upon this Subject in general; for otherwise, how certain soever these Proofs might be, the Force of them would not be felt by the Reader. It is however far from my Intention, as indeed it is far beyond my Abilities, to enter into a general Explanation of the Causes of Tides, and of the several Variations to which they are sub-







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ject ; but what I propose is, to take Notice only of a few Points, which are generally known to, and acknowledged by Seamen, without the Knowledge of which, it would be impossible for them to manage their Vessels, and from their constant Observation and Practice of which, they have all the Certainty about them, that is requisite to render them fit Topicks of reasoning, in a Case of this Nature. In the first Place then, it is certain, that Tides are propagated from the great Ocean, or general Collection of Waters, into particular Seas, in Proportion to the Nearness and Openness of those Seas to the Ocean, from whence the Tides come. It is for this Reason, that such as are called Inland Seas, which have either no visible Communication with the Ocean, or only a single and small Passage into it, have scarce any Tides ; or in other Words, the Tide in such Seas is hardly perceptible : As for Instance, in the *Mediterranean*, which flows from West to East ; and through the Straits of *Gibraltar*, there is no sensible Tide at all ; it may, perhaps, increase a little, but in the main it is not discernable, except in the Gulph of *Venice*, where there is a small Agitation perceived, that may be ascribed

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to the Length and Narrowness of the Way, which in the broader Parts of the *Mediterranean* is no where perceptible; and even that is governed by particular Winds.

THE Flux and Reflux of the Sea was therefore unknown to the *Grecians*, except the irregular Current at the *Euripus*; and for this Reason the Army of *Alexander* the Great was so much astonished at the Ebbing of the Sea, in the Mouth of the River *Indus*, that they took it for a Prodigy. The *Romans* also were unacquainted with Tides in the Time of *Scipio Africanus*; but after the Wars with *Carthage*, their Knowledge, as well as their Conquests, grew more extensive. I mention these Instances to satisfy the Reader of the Truth of this particular Fact, that Tides are insensible in Inland Seas; for if they had not been so, we may be very sure, that so inquisitive and learned a Nation as the *Greeks*, and so thinking, and so judicious a People as the *Romans*, could not have been ignorant of them, or of their Causes; and that they were ignorant, appears from their Surprise, at their first Acquaintance with them. The same Thing that is said of the *Mediterranean*, may be also said of the *Baltick*, and for the same

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Cause; and in short of every Inland Sea, with which we are at all acquainted.

IN the next Place, there is nothing better known, with Regard to Tides, than that this undeniable Maxim in Philosophy takes Place in them, that the nearer the Cause, the stronger the Effect; that is to say, the Tides are higher and earlier in Places, at a small Distance from the Ocean, and lower and later in those at a greater Distance, as is very evident from the regular Progress of the Tide along the Coasts of *Great-Britain*: Thus at the Full and Change it is High Water at *Tinmouth-Bar*, at Three in the Morning; from thence rolling Southward, it makes High Water at *Spurn* a little after Five; but not till Six at *Hull*, because of the Time required for its Passage up the *Humber*. In *Yarmouth-Roads*, it is High Water a little after Eight; at *Harwich*, at half an Hour after Ten; at the *Nore*, at Twelve; at *Gravesend*, at half an Hour past One; and at *London*, at Three the same Day. In like manner, Tides rise higher or lower, at the same Time, upon different Parts of the Coast, in Proportion to their Distances from the Ocean. It is also observed, that strong Winds, blowing with the Tide, raise it higher

higher than, according to the ordinary Rules, it ought to rise; and high Winds, contrary to the Tide, retard or depress it. These plain and general Principles being laid down, we will now endeavour, by the Help of them, to discover what we ought to think of *Hudson's-Bay*, from the Observations that have been made of the Tides upon the several Parts of its Coasts.

IN the first Place, I must take leave to observe, that for any thing yet known, if we exclude a Communication through a North West Passage with the South Sea, *Hudson's-Bay* may be as justly stiled an Inland Sea, as the *Mediterranean*; and with more Propriety than the *Baltick*; since it has no other Communication with the Ocean, than by *Hudson's-Straits*. I know very well, that it is commonly supposed, that *Hudson's-Bay* communicates with *Baffin's-Bay* and *Davis's-Straits*; and I am very sensible that in many if not in most Maps, it is laid down so; but upon what Authority this is asserted on one Side, or represented on the other, I must freely confess my Ignorance; tho' if it were so, my Arguments must still have their Weight; but 'till it is proved so, I think there is no

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Reason to admit it, and therefore I repeat it, that if there be no North-West Passage, *Hudson's-Bay* is, and ought to be considered as, an Inland Sea.

YET I must observe, that I do not pretend to say, that because it is as much an Inland Sea as the *Mediterranean*, it ought to have no Tide; because as *Hudson's-Straits* are wide, and as this Bay is extended from East to West, it is very reasonable to suppose, that the Tides should be very perceptible; but then they ought to be such as may in other Respects consist with that Cause, from which they are supposed to be derived; or in other Words the Tide in *Hudson's-Bay* must be such a Tide as might be propagated from the Ocean, through *Hudson's-Straits*; and if it be not such a Tide, the Reader will easily see, that there cannot be any thing more irrational or absurd, than to insist upon this Cause; and that it is very little less absurd to have Recourse to the Supposition of frozen Straits, and other occult Causes, in order to defeat or discourage our Search after the true Cause. This is all I desire to be granted me, and this, I think, no reasonable or ingenuous Enquirer after Truth will think fit to deny me.

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To come then to the Point, it was held requisite in the last Expedition, and a Resolution to that Purpose was inserted in an Act of Council, to try the Tide at *Cary-Swan's-Nest*, which is near *Hudson's-Straits*, and where if the Tide came from the Ocean through them, it ought to be highest; but this was not done, and therefore we must rely on the Account given us by Capt. *Fox*, who informs us, that upon Tryal, it was found to rise six Feet. We will now compare this with the Observations made in the last Expedition. I tryed the Tide upon an Island in the Latitude of  $62^{\circ}. 2'$ . North, and found it rise ten Feet. I likewise tryed it in the Latitude of  $65^{\circ}$ . on the West Coast of the *Welcome*, where it rose thirteen Feet, and to the Northward of this, it rose seventeen Feet, which is a very clear Proof, that this Tide could not be caused by that, which is propagated through *Hudson's-Straits* out of the Ocean; for if the Tides in those Latitudes had been from that Cause, they must have been proportionably lower than the Tide at *Cary-Swans-Nest*; and as on the contrary, they are much higher all along the *Welcome*, it is utterly irreconcilable

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able to Sense and Experience, that a Tide flowing so far, filling so many Bays, and meeting with so many Obstructions, should rise higher and higher; but what carries this to a Degree of Demonstration, is the Observations that have been made of the Height of the Tide in the *Atlantic Ocean*, before it enters *Hudson's-Straits*; for there it has been found to rise five Fathoms, whereas a little within the Bay, it hardly rises two Fathoms. It would be needless to insist farther upon this, since nothing that can be said would contribute to make it clearer, unless it be, that those who deny the Communication between *Hudson's-Bay* and the *South Sea*, are forced to have Recourse to an undiscovered Strait, supposed to lead from *Baffin's-Bay* into *Hudson's-Bay*; which is a plain Admission, that the Tides in the *Welcome*, are not to be accounted for, from the Communication with the *Atlantic Ocean*, through the Straits of *Hudson*: In Answer to which, for the present, there is no need to say any thing more, than that we are not bound to consider this Cause, 'till that Strait shall be discovered, and when that will be nobody can tell; but as I hinted before, tho' we are not bound to give any  
other

other Answer, yet hereafter a more satisfactory Answer shall be given.

WE will next consider the Time of High Water, and the Direction of the Tides; for having now shewn that the Height of them alone, is a Proof sufficient that they cannot be propagated through *Hudson's-Straits*, from the *Atalantic* Ocean, it becomes reasonable so to order our Enquiries, as that we may know from whence they come. I must therefore observe, that upon trying the Tide, in the Latitude of  $62^{\circ}. 2'$ . the same Tryal was made, and the Flood found to come from the Northward, making High Water at Five of the Clock. At *Cape Fry*,  $64^{\circ}. 30'$ . North, upon trying the Tide, I found it came from the Northward, according to the Direction of the Coast, and the Time of High Water, at Full and Change, was at three of the Clock. In the Latitude of  $65^{\circ}$ . North, the same Tryal was made, and the Tide was still found to come from the Northward. If therefore any Judgment can be formed, either from the Direction, or from the Time of the Tide in these Parts of *Hudson's-Bay*, it is most evident, that it comes from the North and North West, but can never come from the *Atlantic* Ocean; for then in advancing into higher  
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Latitudes, High Water would be later and later, whereas the Reader will observe, that we found it to be just the contrary.

IT is very probable, that this Direction of the Tide might first occasion that Opinion, which has prevailed of *Hudson's-Bay*, communicating with a Northern Ocean, through *Baffin's-Bay*, and *Davis's-Straits*; which long ago, and before this Bay was so well known, might be well enough excused; but at present, when these Things are so much better understood, to talk of these, is irrational; and to insist either on frozen or unknown Straits, is not quite so pardonable; for if occult Qualities are justly banished out of Philosophy, all suppositious Causes should be exploded, in Cases of this Nature, where they can never serve any other Purpose, than hiding Ignorance, or obscuring Truth. Now to avoid any Imputation of this Sort, and to fulfil the Promise formerly made the Reader, it shall be clearly shewn, that the Tides cannot come from *Baffin's-Bay*, or *Davis's-Strait*. We are assured, that in the former, the Tide rose hardly six Feet; and *Baffin* himself, in his Letter to Sir *John Wollstonholme*, says expressly, that in *Davis's-Straits*, the Tides keep a certain Course,

Course, yet rise but a small Height, as eight or nine Feet, and the Flood comes from the Southward; now as all Tides in going from the Ocean, which is their Source, gradually decrease, by filling Bays and Inlets in their Passage; it is very clear that if the Tide rose to three Fathoms in *Baffin's-Bay*, it could not, even supposing a Communication, raise the Water in the *Welcome* one Fathom. This therefore cannot be the Cause, since the Effect is not only greater than this Cause could produce, but even greater than the Cause itself; which is a manifest Absurdity. We may add to this, that according to all the Accounts we have of the Tides in the Northern Seas, as on the Coasts of *Nova Zembla*, *Spitzbergen* and *Groenland*, they are lower than we actually found them in the *Welcome*; so that either we must relinquish all the Principles of Knowledge, that the Sagacity of the wisest Men, joined to the constant Experience of the ablest Seamen, have in a long Course of Time established, or we must reject this Notion of the Tides coming from *Davis's-Straits* through *Baffin's-Bay*, into *Hudson's-North-Bay*.

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IT may be said, that this is a negative Argument only, and that it does not directly prove any Communication with the *South Sea*, as was promised. To answer this, we need only desire the Reader to cast his Eye upon the Chart, and satisfy himself, whether if this Tide comes not from the *Atlantic* or the Northern Ocean, it can come from any other Source than the *South Sea*, or from thence by any other Means than through a North West Passage ; yet to shew that this Truth wants not any kind of Proof, that can be asked for, we will not rest this Part of our Cause upon an Answer, which tho' conclusive in itself may not seem to be such a one, as might have been expected ; but proceed farther, and produce incontestable Evidence, in support of what we assert. This is furnished by a Fact certified under the Hands of all who were Members of the Council, in the last Expedition, which is, that North West Winds make the highest Tides every where upon these Coasts. Now this, which I venture to say, is a Fact out of all doubt, renders it clear that these high Tides cannot come from the *Atlantic* Ocean, through the Straits of *Hudson* ; for if they did, a South East Wind would

would make them highest; from the Principle before laid down, that a Wind, blowing with the same Direction, as the Tide raises it, and a North West Wind would be so far from doing this, that it would actually retard and depress it, as being opposite to it's Direction; and as we know by Experience the contrary of this to be true, we ought to conclude, that the Tide comes from a Western Ocean, since there is no other Way of accounting for this Wind's making the highest Tides.

NEITHER ought it to be esteemed any Objection to this, that the Western Ocean, or *South Sea*, lies behind, or at the Back of these Countries, and that therefore it might be expected a South East Wind should make the highest Tide, by driving the Waves upon the opposite Shore. I say neither ought this Opinion to have Weight, because it is no more than a Fallacy easily discoverable by Reason, and capable of being shewn such from Experience. First then as to Reason; that Wind raises the Tide highest, which blows with the same Direction as the Flood, and this in whatever Direction the Coast may lie upon which the Tide rises; because such a Wind brings



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brings with it a great Quantity of Water, which alone can make the Flood higher. The same Thing we learn from Experience, upon the East Coast of *England*, tho' the *German Sea* lies to the Eastward; yet North West Winds make the highest Tides, because the vast Ocean from whence they are propagated, lies on that Side. The Difficulty therefore thrown in the way by this Objection, is so plainly solved, that I may now safely propose it, as it has been explained by a matter of Fact, with which every Seaman is acquainted, as a new Proof; for without doubt, if a candid and able Judge of these Matters was to have the Thing stated to him, from the Chart of *Hudson's-Bay*, with a North West Passage open through it, and was to be asked what Wind must occasion the highest Tides? he would certainly answer a North West; and therefore as the Fact is, that a North West Wind raises the highest Tides, on both Sides the Bay, it is, as I have said, another, and indeed a most convincing Argument, that this Tide comes from the Western Ocean, which is that we commonly call the *South Sea*.

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BUT there want not other Arguments besides this; and because the Apprehensions of Men, are as different as their Tastes, it may not be amiss to mention some of them; notwithstanding what we have already said, is absolutely conclusive; yet, for the Sake of Brevity, I will take Notice only of three. The first is the Clearness and Saltness of the Water in the *Welcome*, which when I tryed the Tide at Cape *Fry* was such, that I could plainly see to the Bottom, at the Depth of eleven Fathom, or sixty six Feet. Every Body knows, that Deepness, Transparency and Saltness, are inconsistent with the Notion of a Sea, filled with the Discharge of Rivers, melted Snow, and Rain; and as strongly argue a Communication with the Ocean, as any thing can do. The second Reason arises from the strong Currents that set through it, and keep it clear from Ice, so that it is a settled and undisputed Fact, that the Northern Part of the Bay, is perfectly free and open, when the Southern is much embarrassed with Ice; or, in other Words, there is very little Ice to be met with in the Latitude of  $64^{\circ}$ . or  $65^{\circ}$ . tho' in the Latitude of  $52^{\circ}$ . and  $53^{\circ}$ . the Sea is much incumbered with it. Now whence these strong

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Currents should come, that set with such Rapidity through the Bay, unless from a Western Ocean, is inscrutable. The third Reason, and the last that I shall mention, is the Number of Whales, that are seen here more especially in the latter End of Summer ; when it is very well known, that all that Kind of Fish retire into warmer Climates, and consequently it may be fairly presumed, that these resort hither for that Purpose ; and if so, there must be a Passage, and that not into a Northern, but a Western Ocean ; for Instinct in those Animals, is an unerring Guide.

WE have now gone through the greatest Part of our Work, with as much Plainness and Perspicuity, as the Subject would permit : We have shewn, that there is the highest Probability, from the Climate, the Produce, and the Appearance of the Country, on the West Side of *Hudson's-Bay* ; that, as it has Part of the *Atalantic* on one Side, it has also the *South Sea* on the other : We have shewn from the Height of the Tides, that this is almost certain ; and from the Time in which they happen, the Direction of them, and the Influence of the Winds upon them, that it is absolutely so ;  
and

and that there is no accounting for these, but by allowing a Communication between the Waters in the *Welcome*, and those in the *South Seas*, by a North West Passage. It remains only to shew where this Passage may be reasonably expected, and what Reasons can be assigned to incline our Belief, that this Passage, wherever it lies, is short, open, and commodious; but in explaining this, we must begin with the latter Part, because by that only, we can be directed to the former.

IN the first Place then, it seems highly probable, that this Passage is not very far to the Northward; because there is no mountainous Ice found in the *Welcome*, or in *Repulse-Bay*, as there is in *White-Bear-Bay*, *Lumlet's-Inlet*, *Baffin's-Bay*, or *Davis's-Straits*; which therefore seem to belong to another Continent, that lies either under or near the Pole. Another Reason that proves the same Thing, is the Height of the Tides, which, as we before observed, no Way resemble those in the Northern Seas, which at *Nova Zembla* rise only one Fathom, and not about half that Height at *Spitzbergen*; that this Passage, wherever it may lie, is short, may be proved by many Arguments; for first, we find no large Ri-

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vers on the West Coast of *Hudson's-Bay*; but, on the contrary, very weak and small, which is a direct Proof that they do not run far, and consequently that the Land is not of any great Extent, which separates the two Seas. In the next Place, the Strength and Regularity of the Tides, is another very strong Argument; for where we find Tides ebbing and flowing, nearly equal Time, saving the Difference occasioned by the Moon's coming later to the Meridian, every twenty-four Hours, it is esteemed a Mark of being near that Ocean, from whence such Tides spring; and indeed it is one of the surest and most certain Marks we have. There is a third Reason, and I will mention no more; and that is, the Resort of the Whales hither; for considering the Season in which they are found here in greatest Numbers, it is impossible to conceive they should have Time to pass into warmer Climates, if the Passage, through which they pass, be not very short. All these Arguments taken together, fortify and support each other, and may be looked upon as so many concurring Testimonies, in Favour of the same Truth. If this Passage be not far to the Northward,  
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which the Reasons already assigned, seem clearly to prove that it is not; and if for the Causes before mentioned, we have good Reason to conclude, that it is but short; we may from thence presume, that it is both open and commodious, which is farther manifested by the strong Currents setting through it, which is the Reason that there can be no Ice in it. Laying therefore all these Circumstances together, I think it must be allowed, that there is nothing wild or chimerical, in the endeavouring to discover it; and that considering the Pains taken in, and the Lights obtained from the last Expedition, it cannot with any Shadow of Justice be stiled fruitless, tho' as to the ultimate Intention of it without Success. We might add to this, that various other great Designs have been fully carried into Execution, after repeated Disappointments, and contrary to the Sentiments of very knowing and intelligent Persons, whose Opinions happened to be warped by the Share they had in those Disappointments.

I WILL give but one Instance, and that only, because it seems to be in a great Measure parallel to this. There were Hopes long entertained of finding a Passage into

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the *South Seas*, by advancing along the Coasts of *Brazil*, and so to the Countries beyond the River of *Plate*; and various Trials were made with this View, till at length *Americus Vespucius*, (from whom the new World has received its Name) and who without doubt was both an able Seaman, and an excellent Cosmographer, was sent into these Parts, and he advanced very far to the South, even to the Height, as some say of fifty two Degrees, but discovering no Passage, he concluded there could be none; which however was disproved by *Ferdinand Magellan*, who discovered and passed those Straits, which very deservedly bear his Name, and will preserve his Memory as long as the World lasts. When these Straits were discovered, it was taken for granted, that they were the only Passage into the *South Seas*, and therefore the King of *Spain* intended to have built a City, and a Fortrefs in them, to prevent other Nations from passing by that new Course to the *East Indies*. The *Dutch* however discovered the Vanity of this, by finding a Passage round *Cape Horn*; which shews, that after many fruitless Attempts, not one Passage only, but many may be discovered,  
which



which very possibly may prove the Case in *Hudson's-Bay*, since some very probable Conjectures might be offered, that there may be several Passages, communicating with each other. And Capt. *Fox* long ago suggested, that there might be even an open Sea, as at Cape *Finmarke*; nor has this hitherto been disproved.

AFTER what has been said, it cannot be expected that I should enter, with any Degree of Positiveness, into assigning the Place where any Passage is to be found; and I dare say the Reader would not form a better Notion of my Judgment, from my insisting peremptorily upon such a Thing, because in Matters of this Nature, the wisest and most knowing Men may be deceived, and some very sensible and sagacious Persons have been somewhat mistaken about it already; it may therefore be thought sufficient for me to point out, from my own Experience, what induces me to believe, that such a Passage there is; and to offer my Conjectures, as to the Places where, with some Probability, it may be sought, tho' very possible another Voyage may discover the Passage elsewhere, or at least Places not hitherto examined; which may

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afford us still fairer, and more rational Hopes. These Things I premise, that it may not be thought any Effect of Prepossession, or of Confidence, that I presume to take Notice of two Places, in each of which, I think, a Passage may be sought upon very rational Grounds, and with very good Effects.

IN the first Place, I must observe, that from the Report made of a considerable Inlet in the Latitude of  $64^{\circ}$ . which I called *Chesterfield's Inlet*, I have been induced to have very great Expectations. Those who searched it affirmed, that the Ebb run very strong from the Westward for eight Hours; whereas it ran up but two; and with a Motion incomparably slower. They likewise affirmed, that at the Distance of ninety Miles from the Entrance, the Water, tho', fresher than the Ocean, had yet a very strong Degree of Saltness; now if there was no Passage, and the Water ran down eight Hours, at the Rate of six Miles an Hour; and ran up only two Hours, at the Rate of two Miles an Hour, the Water ought to have been perfectly fresh; since as no Salt Water went up for more than two Hours, none ought to have come down after two  
Hours

Hours Ebb, even if the Ebb had been as slow as the Flood; but as it was much more rapid, it ought to have been fresh sooner. It is certain, that if a Tide of Flood had been met coming from the Westward, it would have afforded an incontestable Proof of a Passage; yet the Tide from the Eastward, does not prove the contrary; since in the *Magellan Straits*, as the accurate *Sir John Narborough* tell us, the Tide flows half way up from the Eastward, and is there met by a Flood from the West or pacific Ocean. I might add many other Reasons, to shew the Probability of a Passage here; but I wave them to avoid laying a Foundation for new Disputes, which, after all that can be said about it, must be left to the Determination of another Tryal, under the Direction of Men, skilful in Navigation, careful in their Obiervations, and attentive to the Lights, that may be derived to them from Remarks made upon the Spot, which must enable them either to find what they seek, or to account for these Appearances without a Passage; which in itself would be a very singular Discovery, and one from whence many Advantages might be derived by correcting those Notions that have been long, and

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and are still generally, entertained of these Matters.

THE other Place I would mention, is *Repulse-Bay*; and the Reasons that may excite the Hopes of a Passage here, are those that have been so often mentioned; that is, the Depth, Saltness and Transparency of the Water, together with the Height of the Tide, propagated from thence; all which are Circumstances that seem strongly to countenance such an Expectation.

I WOULD not be understood to mean an absolute Expectation of finding the Passage here, but a very great Probability of approaching still closer to the Discovery; by tracing it as it were to its Source or Fountain Head. I am very sensible, that this is an obscure and, in some Measure, an improper Expression; to obtain Pardon for which from the Reader, I will endeavour to set this Thought in a clearer Light. We may consider *Hudson's-Bay*, as a kind of Labyrinth, into which we enter on one Side through *Hudson's-Straits*, and what we aim at, is to get out on the other Side. We might indeed hope to do this, by repeated Experiments; that is, by making Tryal after Tryal, till the Outlet is found; but this will

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be both a painful, tedious and unsatisfactory Method, in which Patience alone, without any Mixture of Parts, would sometime or other do the Business, but nobody could pretend to say when. But then, let us consider how many Marks of a Passage have been already described and explained, and let us farther remember, that the Tide is a Kind of Clue, which seems to lead us by the Hand through all the Windings and Turnings of this Labyrinth, and if studiously and steadily followed must certainly lead us out. Now the Tide rising very high and coming from the Northward in *Repulse-Bay*, as it is called, but without any Reason, is a just Motive for our making another Tryal there, which would undoubtedly shew us more, if it did not shew us all. This I hope will make my meaning perfectly clear, and justify all that I contend for; which is the Prosecution of this Search, till a Passage is found, or the Arguments in Favour of it answered, by some other Discovery.

I MIGHT add several other Arguments here, relative both to the Place, and to the Subject; but I shall forbear them, in order to make Room for an Argument, which I think  
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of all others the most conclusive. We have now, in a long Course of Years, been flattered with the Hopes of finding a North West Passage ; which Men of great Abilities, and extensive Knowledge, with Regard both to Speculation and Practice, have esteemed probable, and produced many plausible Arguments, at least, to make it appear so. Many Expeditions have been made in Search of this so much desired Passage ; and if on the one Hand they have miscarried in the great Point of finding it, they have not on the other made any such Discoveries, as with sensible and unprejudiced People have overturned the Force of the Reasons urged to prove a Passage ; but on the contrary have fortified and confirmed them, as appears by the last Resolution, produced in the second Part of this Work. By these repeated Trials, we have certainly advanced nearer and nearer to the main Point ; and another Expedition, properly conducted, cannot fail of producing an absolute Certainty whether there is such a Passage or not ; and since this is a Thing out of Dispute, it seems to be incompatible with our Reputation, as a Maritime Power, as well as inconsistent with our Interests, as a trading Nation, to  
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abandon a Design, that has been prosecuted so far, and wants so little, so very little, of being compleated.

I REG leave to add to this, that we ought also to consider, how injurious it might prove to the Trade, as well as to the Character of the *British* Nation, if, after pushing this Point so far, Foreigners should reap the Profit of all our Pains and Labour; and by the Help of the Lights that we have afforded them, find out this new Way to the *South Seas*, and to the *East-Indies*; which if it can be found, lies at present so much in our Power, not to discover only, but to become Masters of it; and tho' exclusive Commerce is often destructive and dangerous, in the Hands of private Persons; yet an exclusive Trade has been always, and very justly esteemed of the highest Advantage to a Nation, of which many Instances might be given, if that which we enjoy to our own Plantations, did not so clearly and incontestably establish this, as to render all other Proofs altogether unnecessary. But before we part with this Remark, it will not be amiss to add, that there seems to be the greater Foundation for these Apprehensions, from that visible Spirit of extending Commerce,



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merce, and promoting Discoveries, which shews itself at present in so many different Parts of the World; and in some, where but a very few Years ago, nothing of this Sort was so much as thought of. And while the *Russians* are with such Vigour and Industry pursuing their Attempts to find a Passage to *America*, from their Dominions; it would surely be unpardonable in us to neglect any thing of the same Nature, which is so much more in our Power.

WE owe to this Spirit in other Nations, some very encouraging Hints, as to this Design; of which, as I believe it has not hitherto reached the publick Notice, I will mention one. A Gentleman of great good Sense, and of undoubted Veracity, not many Months since arrived from *Portugal*, asserts, that some short Time before his Departure, a Person arrived there, who in a Voyage from a certain *Dutch* Settlement in the *East-Indies*, whether undertaken for the sake of Discovery, or a clandestine Trade is not either certain or material, was shipwrecked on the North Coast of *California*, which gave him an Opportunity of observing, that it is both an Island and a Peninsula; the narrow and short *Isthmus* that joins it to the

the Continent, being overflowed by high Tides. He farther observed, which is a Thing very material to our Purpose, that the Coasts of the Continent trended directly North East, which is a Thing we never knew with Certainty before, and which to such as consider it attentively, will appear no slight Argument in Favour of a North West Passage; for if the Continent of *America*, joined here to that of *Asia*, or to any other between them, the Shore would rather have twined North West. We may add to this, that by the overflowing of the *Isthmus* at High Water, it is evident, that a very high and strong Tide runs here, which is also very conformable to what might be expected in case of a Passage. But exclusive of all this, it is a Thing of some Consequence, considered barely as a Fact that regards the Geography of a Country, which has been so often the Subject of Dispute, and about which Mr. *De L'Isle*, one of the most able Men in *France*, wrote a very curious as well as particular Dissertation, without, however, pretending to clear up the Difficulty; but, on the contrary, labouring to shew, that, at that Time, there was no Certainty

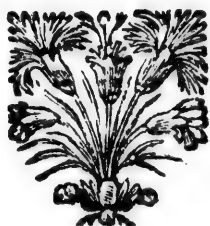
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tainty whether *California* was an Island or a Peninsula.

Thus the Reader sees in the narrowest Compass into which I could possibly bring them, what those Motives are which have induced me to speak with so much Assurance of the Probability and Possibility of determining, by another Expedition, a Point, esteemed of such Consequence to the Nation, as to deserve the Notice and Encouragement of the Legislature; and to his candid Censure I submit them, desiring to meet with no better Treatment from the World, than the Fidelity of my Relation, the Sincerity of my Observations, and the Uprightness of my Intentions may deserve.

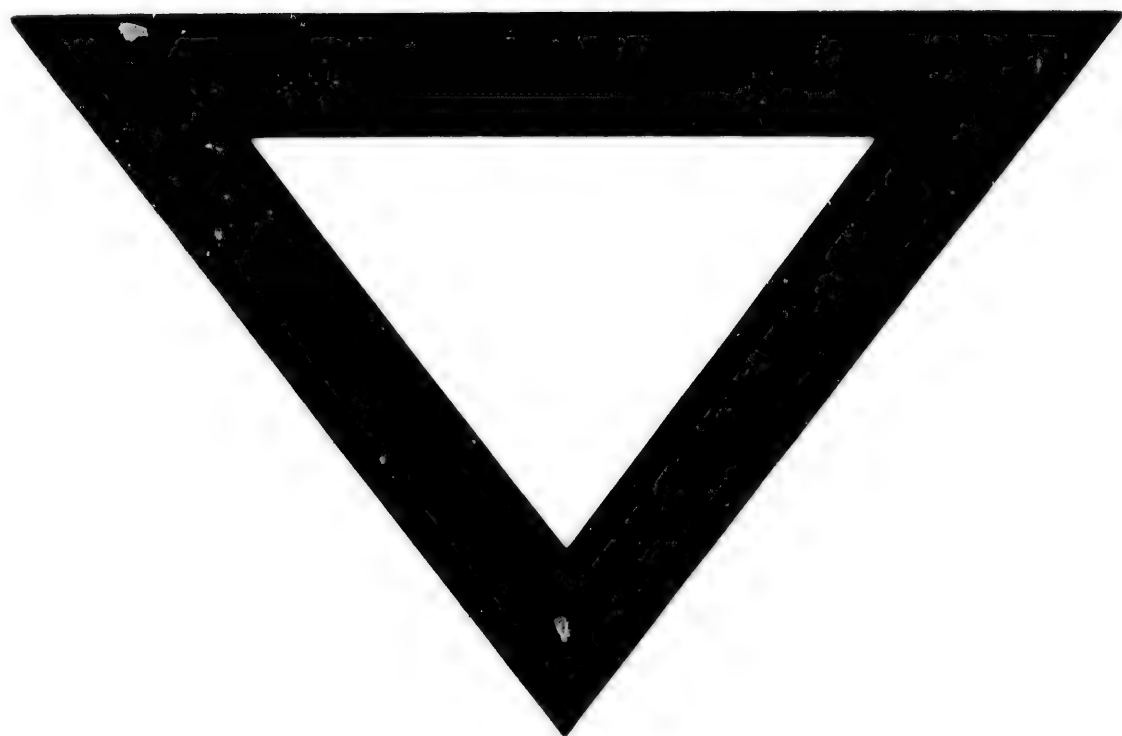
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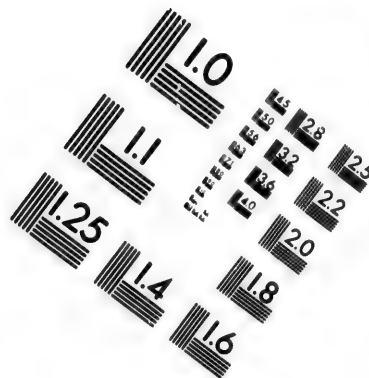
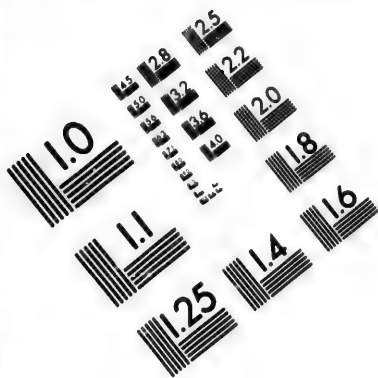
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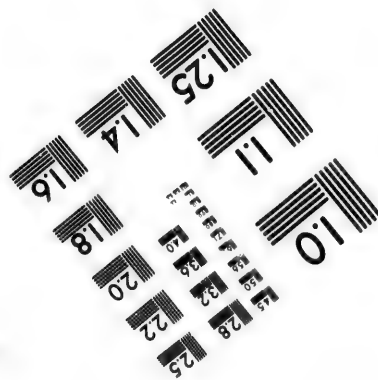
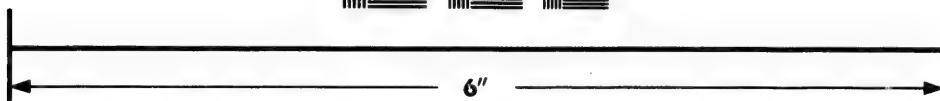
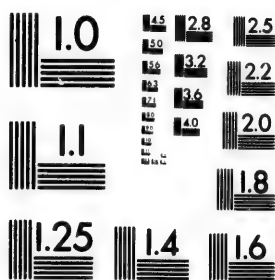
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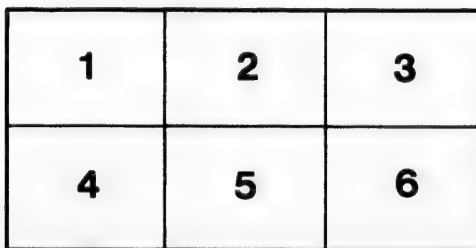
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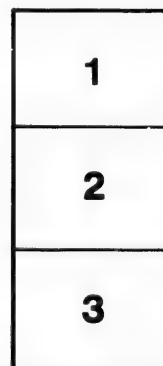
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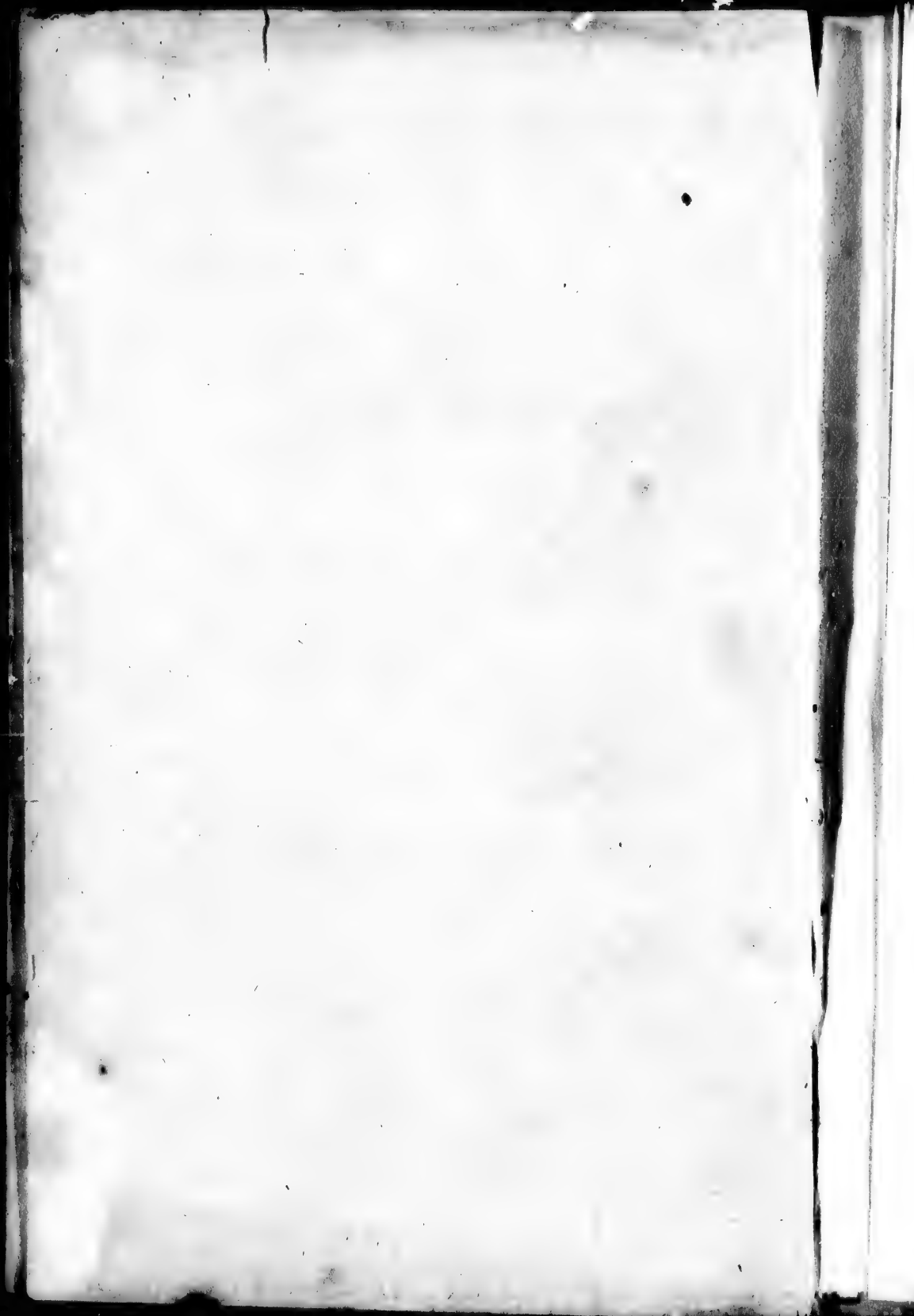
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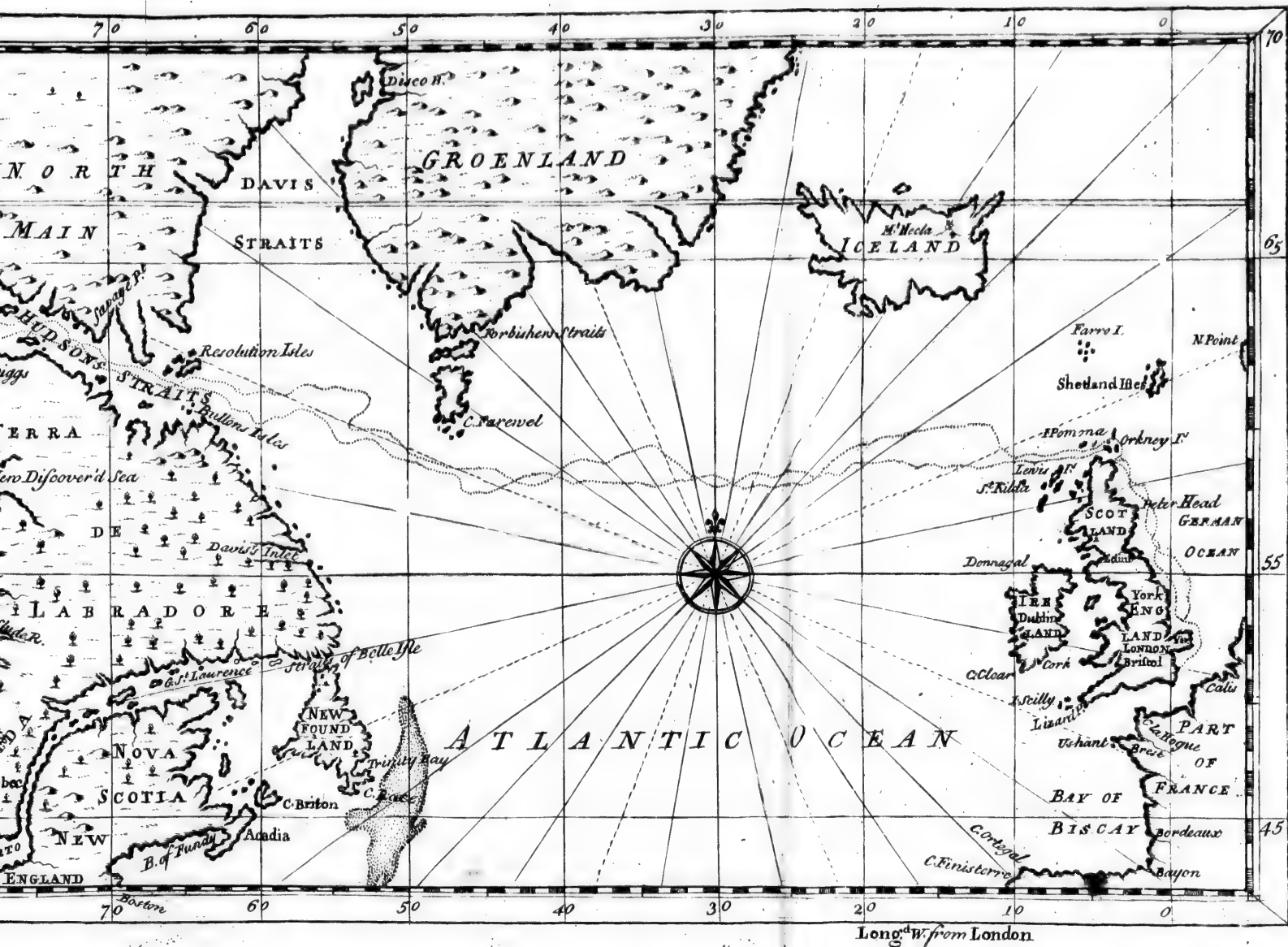
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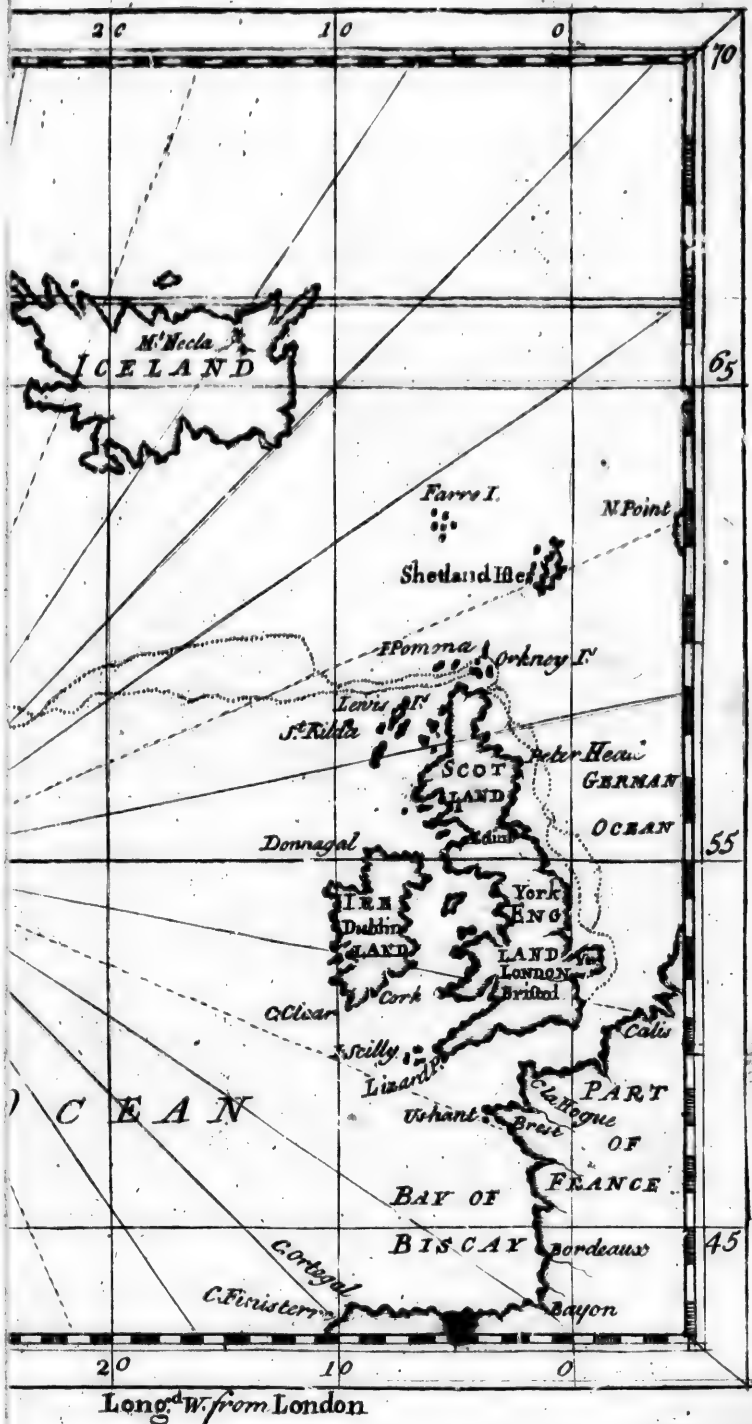














A  
V O Y A G E  
T O  
H U D S O N ' s - B A Y ,  
B Y T H E

*Dobbs Galley and California,*

In the Years 1746 and 1747,

For Discovering a

N O R T H W E S T P A S S A G E ;  
W I T H

An accurate Survey of the Coast, and a short  
Natural History of the Country.

T O G E T H E R W I T H

A fair View of the Facts and Arguments from which  
the future finding of such a Passage is rendered  
probable.

By *HENRY ELLIS*, Gent.

Agent for the Proprietors in the said Expedition.

To which is prefixed

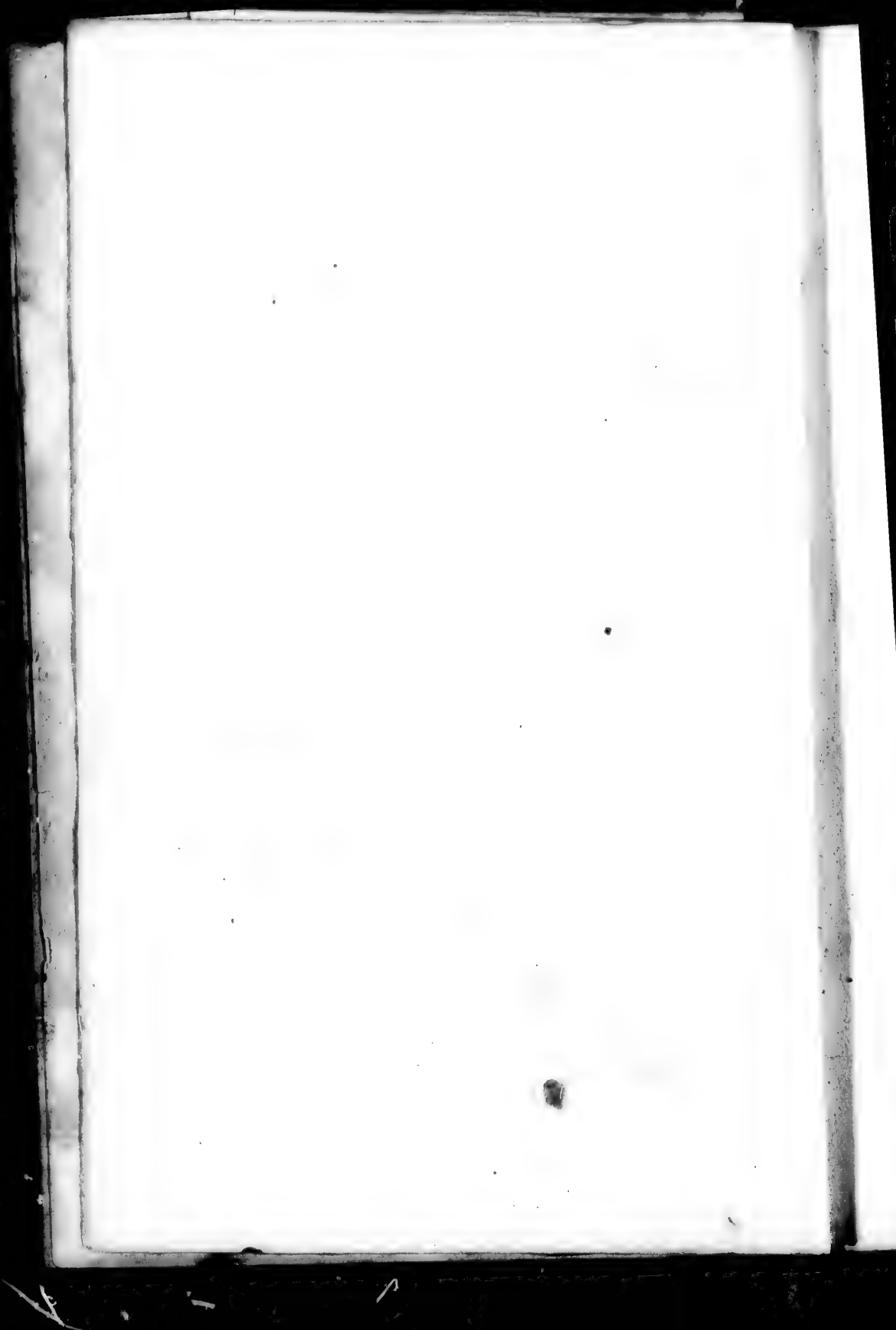
An Historical Account of the Attempts hitherto made for the  
finding a Passage that Way to the *East-Indies*.

With a new and correct Chart of *Hudson's-Bay*, with the Countries  
adjacent.

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D U B L I N :

Printed for GEORGE and ALEXANDER EWING, at the *Angel*  
and *Bible* in *Dame-street*. M,DCC,XLIX.



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TO HIS ROYAL HIGHNESS  
**F R E D E R I C K,**  
PRINCE of *W A L E S*, &c.

*May it please your* ROYAL HIGHNESS,

**T**H E following Sheets have so many different Claims to your Protection; that I have Reason to flatter myself, you will not look upon it as a Presumption, that, with the most respectful Humility, I offer them to your Perusal; happy if they should be found worthy of your Attention, and thereby recommend to your Notice, a Subject of such Importance, to the Commerce of these Nations, as that to which they relate.

I HAVE said, that they have several Claims to your Royal Highness's Protection; and your Goodness will allow me to explain the Reasons, upon which I have ventured to say this. In the first Place, as they relate to a Discovery, which, when perfected, will not only redound to the Glory of the *British* Nation; but will also prove the Means of promoting Navigation, extending Trade, and encreasing our Shipping; they cannot be more properly addressed to any than to your Royal Highness; who it is well known, hath all these in a particular manner at heart.

IN the next, permit me to put your Royal Highness in Mind, that they more especially belong to you, as this very Design was formerly patronized by your illustrious Predecessor Prince HENRY;

whose Servant, Sir *Thomas Button*, made a famous Voyage for the Discovery of the NORTH-WEST Passage; and was fully persuaded, that he should have succeeded in another Voyage; from which he was diverted, by the Loss of his Royal Patron.

LASTLY, The high Honour your Royal Highness did me, in the gracious Audience you were pleased to allow me, soon after my Return from this Voyage; the many judicious Questions you were pleased to ask, and the generous Care you expressed, for the happy Progress of this Design, encourage me to approach your Royal Highness upon this Occasion.

If the Consideration of these Motives, shall acquit me of the Imputation of Presumption, for inscribing your illustrious Name, to an Attempt of this Kind; it will afford the highest Satisfaction, as well as confer the greatest Honour within the Reach of his Wishes, on him, who is, with the most dutiful Submission and Respect,

*Your Royal Highness's*

*Most devoted, and most*

*Obedient Servant,*

HENRY ELLIS.

( v )

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# P R E F A C E.

**T**H E R E cannot be a stronger Instance of the Health and Vigour of the Body Politic, than a warm Appearance of that Spirit, which is allowed to have conduced most in Times past to its Prosperity, as well as Preservation. The Spirit here meant, is that of encouraging Industry, promoting Trade, and extending Navigation. A Spirit, to the Influence of which we owe the glorious Title we have acquired of a maritime Power, and the Respect that is paid to us in that Capacity, not by our nearest Neighbours only, but by Nations as far distant from us, as the Limits of the World will allow. It is from the Effects of this Spirit that we must hope, not only the Continuance, but the Increase of our good Fortune; and therefore as it is perfectly just, so it is highly reasonable to expect, that whatever tends to excite and keep this alive will be cherished, and meet not with a bare Acceptance, but with the most favourable Reception likewise of the whole Nation; and this more especially at the present Juncture, when the same Spirit visibly prevails so much in other Countries, and our common Mistress Trade is courted by so many, and some of them very potent Rivals.

It is very clear, that tho' this may be done by many different Methods; and that tho' all these different Methods deserve Attention and Encouragement from the End at which they aim, yet there is hardly any which can claim so high Regard as DISCOVERY, because this takes in the whole Compass of what has been before laid down, and contributes equally to every Part of that great Design. The Hopes of Discovery encourages Industry beyond any thing; for as it charms those quick and lively Spirits that are not easily fixed by other Views; so on the other Hand it animates by the Expectations of extraordinary Profit Men of a Temper directly opposite, and who are industrious only from a foresight of Reward, and consequently are more or less so, as the Prospect differs in that Respect. It promotes Trade more than any thing, not only

as it opens new Branches, and thereby brings a clear Accession to Commerce, without adding in one Shape what may be lost in another, but also by quickening, improving, and enlarging many old Branches; since it is visible that there is a Circulation in Trade, and whatever creates an Exportation on one Side, must encourage Manufactures, and heighten Importations on the other. But above all, it contributes most effectually to the extending Navigation. A new Trade immediately calls for an Increase of Shipping, and this exactly in Proportion to the Demands which this new Trade creates, either for our own Goods and Manufactures, or for the Produce of the new discovered Country by other Nations; so that the Benefits received from thence, are clearly doubled to us in this Respect.

AFTER this short Explanation of the Benefits that arise from Discovery, we need not wonder, that the best Friends to Commerce, who at the same time are the best Friends to their Country, have always considered it in so favourable a Light. It must however be allowed, that they have sometimes met with Opposition, as what Truth is there, that has not been denied? what useful Design, that has not been opposed? But the only Argument their Adversaries could employ is now taken away, for they seemed to be always doubtful of the Event, they questioned what the Effects of Discovery would be, they fancied that Plantations might dispeople, that too great a Trade might impoverish, and that long and dangerous Voyages might impair and weaken our Strength. But all these Pretences, which might have been, and which really were fully answered from Reason, are now for ever refuted by Experience. The Wife were sufficiently satisfied by the first Method, but the latter must have convinced even Fools; of whom it is truly said, that Experience is the Mistress. We now know from Effects, that Plantations have augmented our People, that the Increase of Trade has occasioned an immense Increase of Wealth, and that Attention to naval Affairs has raised a naval Strength, of more Consequence to the Credit and Safety of the Nation, than any other could possibly have been. We may from hence conclude, that no Arguments can be now offered against Discovery, but what are built upon another Foundation, which, when examined, will be found as sandy as the former, *viz.* the doubting whether any thing of Consequence is left to discover.

THIS has been the chief thing urged against prosecuting the Attempts that have been made for completing that Discovery, which is to be the Subject of the following Pages; and therefore it shall be the Business of this Preface to shew, what rational

tional Hopes there are, that the finding a North West Passage would be a most valuable Discovery to the *British* Nation. The last Words are added for the setting this Matter in its true Light; for if the finding this Passage could tend only to the Emolument of some particular Body of Men, or was barely calculated to transfer the Wealth that accrues at present to one Set of People unto another, however important it might be to such as were to be Gainers by it, it would not certainly be of such Consequence to the Public as to interest the Legislature in its Favour. But if it can be shewn, that from this Discovery, there is a moral Certainty, that the Exportation of our Commodities and Manufactures may be vastly increased, that several Branches of foreign Trade may be highly improved thereby, that Navigation in general may from thence be greatly extended, and our Shipping increased; then surely it deserves to be considered as a thing of high Consequence to the Public, and an Object worthy of national Attention, Protection, and Encouragement.

THIS Passage, whenever it is found, must necessarily open a Trade to Countries on each Side of it; and that this may and indeed must prove very considerable, will sufficiently appear, if we consider the Situation and Extent of these Countries. On the Larboard or South West Side of the Channel, and of the Sea into which it opens, lies a Tract of Country making Part of *America* from the *Welcome*, or *Ne Ultra* to *Cape Blanco* in *California*, that is from the Latitude of  $65^{\circ}$  to  $43^{\circ}$  North, taking in twenty-two Degrees of Latitude, and no less than thirty in Longitude, having an extent of Coast upwards of six hundred Leagues, besides the Inlets that there may be, that must of Course be very advantageous. We cannot indeed pretend to any great Knowledge of this Country the Coasts of which wholly, and the interior Parts of it in a great measure, remain unknown; but we are very sensible, that Copper, Skins, and Furs it must abound with in the Parts nearest the Passage; and in the Countries under a better Climate, better Things may be expected. At least, we are pretty sure, that it is well inhabited; and if the Inhabitants of the Coasts of *Hudson's-Bay* that are so thinly peopled, take off large Quantities of our Commodities, and would take off much greater, notwithstanding some Dealings they have with the *French*, why should we not believe, that Countries better peopled should take off more. We may add to this, that if any heed is to be given to the very best *Spanish* Writers of *American Affairs*, to Baron *Lahontan*, who was a *Frenchman*, or to Dr. *Cox* our own Countryman, who had great Opportunities of



being well acquainted with the Subject on which he wrote ; we may conclude, that there are several numerous, and in a great measure civilized Nations, that inhabit within this Tract, who would willingly deal with us, tho' they are averse to, as having most of them had continual Wars with, the *Spaniards*. If our Expectations were to be bounded only by the Certainty of discovering these Countries, about which there neither has, nor I think can be any Dispute ; it would be a thing of much Importance, since the Navigation once opened, and Trade settled, we might annually vend vast Quantities of woollen Manufactures and other Commodities, and bring over Things very valuable, perhaps Gold or Silver also in return. There is no need of expatiating upon this ; for the Matter is so clear and plain, that the bare Account of it may well answer our Purpose, and very fully shew, that the Commerce of the North West Side of *America*, must afford an ample Compensation for all the Trouble, Pains and Expence, that this Discovery might demand.

AGAIN, on the North West or Starboard Side of the Passage, and the Seas into which it opens, it is very highly probable that there must be many great Countries, in a Tract of above thirteen hundred Leagues between *Ne Ulra* and *Japan*, which is in the Latitude of 38°. It is indeed very true, that these Countries are absolutely unknown, that we have not the least Hint, whether there is any great Continent on this Side, or only Islands ; but if there be any Truth in the Reports, that large Ships come from these Countries to the North West Side of *America*, in order to trade with the Inhabitants ; we may rest satisfied, that they are well peopled, and that those People are civilized, and that of consequence their Commerce must be very profitable, tho' it is impossible to say from what Commodities the Profit will arise. This however a few Voyages would discover, and the very Spirit that these new found Countries would raise, must be highly advantageous to our own. It would, without doubt, revive all that Ardour and Dilligence which was so conspicuous in that Age, in which we first opened a Passage to the *East* and *West-Indies* ; when all Ranks were inclined to promote our Navigation, and when almost every Port in *England* fitted out Vessels to share in that Commerce, by which the *Spaniards* and *Portuguese* had been so suddenly and so surprisngly enriched. What appears to us now only from Conjecture, would then become a Certainty ; and those who treat the North West Passage at present as a Chimera, as well as those who give themselves no Concern, whether it be  
so

so or not, would entertain other Notions, and act upon other Principles. In a Word, they would be as forward to reap the Advantages of this Discovery as the first Adventurers, and the Passion for this new Trade would be as strong as it is for every other new Thing. We should then hear of nothing but building Ships, and equipping Squadrons to sail to these Northern *Indies*, and the Hopes of having a Share in the Advantages of this Commerce would bring over numbers of Foreigners, as certainly as our former Discoveries and Plantations did. That these would be real and great Advantages to us, as a Nation, nobody can deny, and that they might be reasonably hoped for, if this Passage was once found, nobody that is a proper Judge of the Matter will dispute.

BUT besides these capital Benefits, which, as it has been before observed, would be absolute Accessions from the finding of such a Passage; there are other incidental Advantages, that are very considerable as well as undeniable; such as opening to us a new and easy Passage into the *South Sea*, free from the Inconveniences that attend that by *Cape-Horn*, and in point of Length nothing in Comparison of that from the *East-Indies*, the only two Passages that are hitherto known. It would likewise open to us the Means of searching that vast Ocean that lies between *America* and *Asia*, in which we are very sure that there are many rich and valuable Islands, with which no *European* Nation has as yet any Correspondence. By this Rout likewise we should have a much shorter, safer and wholesomer Passage to the rich Islands that lie East of *Japan*, to the Islands of *Japan* themselves, to the Countries that lie beyond them, as well as to *Corea* and *China*. This is not a fanciful Description of imaginary Advantages, but a plain Recital of the Consequences that must necessarily attend such a Discovery, and which even the Enemies as well as Friends to it must allow. As to the Dreams of the Former in the last Age, about the Danger and Difficulty of the Navigation through *Hudson's Straits* and *Bay*, and of the insupportable Rigour of the Cold in these Northern Climates, they are now out of the Case; we know that this Navigation is far from being so perilous as it is represented; and at the Close of the following Sheets, it will be shewn that there are very good Grounds to expect, that this Passage is not either narrow or encumbered with Ice, but may be both passed and repassed in the Compass of the same Summer.

AFTER this short Display of the necessary Consequences of a North West Passage being found, one may presume to affirm, that they are such as well deserve to employ the Consideration

sideration of those that wish well to the Trade and Navigation, that is to the Safety, Honour, and Prosperity of *Great Britain*. They are such as should surely awaken us from that slothful and drowsy State into which, through Indolence and too great Fondness for Pleasure, we are visibly fallen. They are such as might open the Means of extricating us from all Embarrassments, by making such an addition to our Trade, as may afford new Funds for discharging old Debts, and thereby free the landed Interest and our Manufacturers also from that load of Taxes, of which they have so long complained; and of which, unless relieved by some such Method, they may complain much longer. They are such, in fine, as seem to unite all Interest in a happy Concurrence to promote the Endeavours of those who are desirous of employing their private Fortunes in rendering so great a Service to the Public, as the perfecting this Discovery would certainly be. Upon what Grounds the Design was originally undertaken; how from time to time it has been prosecuted with some Danger, much Labour, and no small Expence; how after being quitted for many Years, it has been again revived; again followed; and again laid aside; how it came to give Birth to the *Hudson's-Bay* Company; and how since the Establishment of that Company, which has now subsisted above fourscore Years, we have heard so little of it, till of late, is discussed in the first Part of the Work, and that in a historical Way, for the Information of the Reader, and with a View to enlighten, and not mislead his Judgment.

In the second Part, there is a clear and circumstantial Narrative, as well of the Grounds upon which the last Expedition in the *Dobbs* and *California* was resolved upon, as of the Expedition itself; the manner in which the two Ships Companies wintered in *Hudson's-Bay*; and the Discoveries they afterwards made; which, though they did not absolutely shew where the Passage lay, yet seem to have firmly established the Certainty, that such a Passage there is. For as we plainly see from the first Part, that *John Cabot*, who was the original Author of this Design, as much as *Columbus* was of that by which the *West-Indies* was found, supposed this Passage not to lie very far North; but as he laid it down in his Map, or his Son *Sebastian*, from his Father's Instructions, between the Latitudes of  $61^{\circ}$ . and  $64^{\circ}$ . so from thence also it appears, that all the future Attempts through *Davis's-Straits* and *Lumley's-Inlet* were of no other use than clearly to discover that Time and Labour

Labour were thrown away in such Expeditions, and that it could be only prosecuted with any Probability of Success within the Limits that he first assigned. To this *Hudson* opened the Way by finding the Straits that bear his Name, and in traversing that Bay in which he lost his Life. Sir *Thomas Button*, who followed him next, had a very right Notion of the Manner in which the Passage was to be sought, though he has not so clearly explained himself as he ought to have done on that Subject. Capt. *Luke Fox* has been pretty much censured; but notwithstanding this, he was certainly a very good Seaman, though a very bad Writer; and his Observations are much to the Point, and very clearly direct, and that too upon the most rational Grounds, to the only Part of the Coasts of *Hudson's-Bay*, where Time and Pains may be spent to Purpose. And as upon the Lights derived from the Comparison of these Voyages, and those that were also let in by Capt. *Middleton's* Informations before his Expedition, and the Facts reported in his Account of his Expedition, the last Voyage was undertaken; so it has clearly verified every Point upon which the Reality of the Passage depended, and has thereby given Certainty to our Hopes, though the issue of it did not altogether correspond with our Expectations,

ALL this it will be found is fully explained, and fairly proved in the third Part, in which the Arguments are briefly laid down, that tend to encourage another Undertaking for the Discovery of that Passage; which there is so much Reason to seek, and so good Grounds to suppose, may, notwithstanding so many Disappointments, not be long sought in vain; and as the Reader will find in the Perusal of this Work, that it has been justly regretted we have no distinct Account of those honourable and worthy Persons, who purely from public Spirit, so long and so assiduously prosecuted this Design in the last Age, we have, to prevent any Imputation of the same kind from Posterity, subjoined a List of the Subscribers to the last Undertaking, and who are still solicitous for the Success of this glorious Work; which, notwithstanding the kind Encouragement given by the Legislature, and any other Advantages that may arise therefrom, must, in Case of Success, be infinitely more beneficial to the Publick than to themselves. With the same View this Treatise has been written. It contains as concise and as complete a Prospect of this whole Matter from first to last in Point of Evidence, as well as Argument, as it was possible

to collect ; and as the coming at Truth, and setting it when come at in the clearest Light, was the great Point aimed at, so if it has been accomplished in such a Degree as that it may turn to the Benefit of the *British* Nation, it is all that is wished or desired from it ; and with this Assurance it is submitted to the Judgment, and recommended to the Protection of the candid Reader, who cannot but have some Regard to the Pains that have been taken on his Behalf.

A L I S T

# A LIST of the SUBSCRIBERS to the Expedition for finding the NORTH WEST PASSEGE in the *Dobbs* and *California*.

- H**IS Grace the Duke of  
Montague  
*The Right Hon. Earl of Ches-*  
*terfield*  
*The Right Hon. Earl of Gra-*  
*nard*  
*The Right Hon. Lord Con-*  
*way*  
\* *The Right Hon. Lord South-*  
*well*  
*The Right Hon. Lord New-*  
*por.*  
*His Grace the Archbishop of*  
*Tuam*  
*The Lord Bishop of Cloyne*  
*The Right Hon. Edward South-*  
*well, Esq;*  
Charles Stanhope, *Esq;*  
*Sir John Rawden, Bart.*  
\* Arthur Dobbs, *Esq;*  
*The Rev. Mr. Richard Dobbs*  
2 Shares  
Her. Langford Rowley, *Esq;*  
John Potter, *Esq;*  
Solomon Dayrolle, *Esq;*  
James Belcher, *Esq;*  
John Macarell, *Esq;*  
Alexander Steward, *Esq;*  
Barnard Ward, *Esq;*  
William Lennox, *Esq;*  
Francis Clements, *Esq;*  
Edward Brice, *Esq;*
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Mrs. Ann Echlin  
\* James Douglas, *Esq;*  
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\* John Thomlinson, *Esq;*  
\* Mr. Robert Macky  
\* Mr. Henry Douglas  
\* Mr. William Bowden  
\* Mr. Samuel Smith 3 Shares  
Henry Hamilton, *Esq;*  
William Basil, *Esq;*  
Isaac Jalabert, *Esq;* 2 Shares  
Parnel Nevil, *Esq;*  
Thomas Salter, *Esq;*  
John Hanbury, *Esq;*  
Clement Tudway, *Esq;*  
Theod. Cock, *Esq;*  
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Mr. James Rofs  
Mr. Gerrard Trotter of Yar-  
mouth 3 Shares  
Jonathan Perrie, *Esq;*  
Thomas Truman, *Esq;*  
*The Hon. Justin M<sup>c</sup> Carty,*  
*Esq;*  
George Spaight, *Esq;*  
*The Rev. Mr. John Taylour*  
Mr. Joseph Porter  
Mr. Nathaniel Basnett

*Meff.*

<i>Mess.</i> Samuel and Thomas Fludyer	<i>Mr.</i> John Secker
<i>Mr.</i> Henry Ellis	<i>Mr.</i> Henry Loubier
<i>Mr.</i> Peter Webb	<i>Mr.</i> Thomas West
<i>Mr.</i> George Campbell	<i>Mr.</i> Jonathan Popham
<i>Mess.</i> Maltby and Kiel	<i>Mess.</i> John Kennion and Charles Whytell
<i>Mr.</i> Arlander Dobson	<i>Mr.</i> Joseph Curtis and Co.
<i>Mr.</i> Robert Jackson	

N. B. *Those marked thus (\*) were chosen for the Committee.*

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# THE FIRST PART:

BEING AN

INTRODUCTORY ACCOUNT of the several Expeditions, that have been made for the Discovery of a NORTH-WEST PASSAGE; including the most remarkable Circumstances that occur in all the Relations extant of those Voyages; and shewing more particularly how far these Attempts contributed to the establishing a Probability of such a Passage, which was the Foundation of the last Undertaking for the same Purpose.

THAT glorious Spirit of Discovery, which, by promoting Navigation, and extending Commerce, has, within these last Two Hundred and Fifty Years, brought such immense Riches into Europe, raised her naval Power especially to so formidable a Height, and made her indisputably the Mistress of the greater Part of the Globe, took Rise in the Kingdom of Portugal, about the Entrance of the 15th Century; and as all Beginnings are weak, made its earliest Essays in short Voyages, along the Coasts of the great Continent of Africa. But growing bolder by Degrees, and gathering both Courage and Experience from Success, the Portuguese in 1419 discovered *Madeira*; in 1448 the Islands called *Azores*; in 1449 the *Cape de Verde* Islands; and in 1486 the *Cape of Good Hope*; so called from the Expectation it raised of finding a Passage that Way to the *Indies*. It was the Fame of this Discovery, which was made rather by Industry and Perseverance, than from any real Knowledge in Navigation, that put *Columbus*, who was a Man of great Learning as well as true Genius, upon thinking of a nobler and more intelligent Method, of pursuing the same Design, in which, after overcoming many, and those too great Difficulties

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4 Aug 1492. culties, he at length brought his Design to bear, and on the 11th of October, 1492, entered upon that Expedition, which produced the Discovery of America.

It is a thing sufficiently known to the World, that he proposed this very Undertaking to our King Henry VII. by his Brother Bartholomew, which that wise Prince accepted; tho' this was not known to Columbus, till after he had made the Discovery he proposed. But notwithstanding this Disappointment, the Inclination that Monarch had shewn for encouraging Things of this Nature, had so good an Effect, that John Cabot, a Native of Venice, a very able Seaman, and who had resided some Years in England, was encouraged thereby to offer his Services to that King, for discovering a Passage to the Indies, by the North West; and obtained Letters Patents, dated in the 11th Year of the Reign of King Henry VII. empowering him to discover unknown Lands, and to conquer, and settle them, with many other Privileges, on Condition only that he should return with his Ships to the Port of Bristol.

IN the Spring of the Year following being 1497, he sailed from Bristol, with one Ship fitted out at the King's Expence, and three or four smaller Vessels freighted by the Merchants there, with coarse Caps, Cloth, Laces, &c. upon his Discovery; in which upon the 24th of June, about five in the Morning, he saw Land, which for that Reason he called *Prima Vista*, or first seen, which was Part of *Newfoundland*, and afterwards another smaller Island, which he called *St. John's*; and he brought Home with him three Savages, and a Cargo that turned to good Account; for which, besides receiving the Honour of Knighthood, he was amply rewarded. As in this Voyage he sailed as far as *Cape Florida*, he is very justly looked upon as the first Discoverer of *North America*; and from thence, as Sir William Monson observes, our Princes derive their Claim to the Sovereignty of that Country, which they have since prosecuted with so good Effect, both with Regard to their own Glory, and to the Benefit of their Subjects. Thus we see, that the Origin of our Plantations, and consequently of our extensive Commerce, and naval Power, was owing to this Scheme of discovering a Passage, by the North West, to the Indies. Whether this ought to recommend it in an extraordinary Degree to the Favour and Protection of the Public, must be left to the Decision of the Reader; and whether the continuing our Search for this Passage, may not hereafter be attended with very beneficial Consequences, exclusive of the great End sought, must be left to Time to discover; but

at all Events, it must be allowed, that this was no bad Beginning.

THE little Knowledge, that our Writers in those Days had of this Subject, occasions our having very dark, inconsistent, and confused Accounts of the Design of this Expedition, as well as of the Circumstances that attended it. Many of them ascribe it to *Sebastian Cabot*, without mentioning his Father at all; and *Ramusio*, tho' he is otherwise a very accurate Author, has made a great many Mistakes, in what he has delivered upon this Head, tho' he says he took it from a Letter of *Sebastian Cabot's*. "Our Countryman, says he, a Man of great Experience, and perfectly skilled in the Art of Navigation, and the Science of Cosmography, sailed along, and beyond the Coast of *New France*, in the Service of *Henry VII. of England*, and he informs me, that having sailed a long Time, West by North beyond those Islands, into the Lat. of  $67^{\circ} 30'$  upon the 11th of *June*, finding an open Sea, without any Impediment, he made no Doubt at all of passing this Way to *Cataia*, which is in the East, and would have done it, if he had not been prevented by a Mutiny amongst the Seamen, who forced him to return Home." In the first Place, *Sebastian Cabot* was not a *Venetian*, but an *Englishman*, born at *Bristol*; and tho' it be true, that he went with his Father, yet he was then a Boy, and consequently could not have at that Time any great Skill in Navigation, but attained it afterwards. There is an Error in the Latitude of  $10^{\circ}$ . but however it is plain from this Account, that the Voyage was made for the Discovery of a North West Passage, which was the Reason I produced it.

BUT in a Letter written by *Sebastian Cabot* himself, to the Pope's Legate in *Spain*, he gives still a clearer Account of this Matter; for therein he says, that it was from the Consideration of the Structure of the Globe, the Design was formed of sailing to the *Indies*, by a North West Course. He observes farther, that falling in with Land unexpectedly, (for he thought to have met with none till he had reached the Coasts of *Tartary*) he sailed along the Coast to the Height of fifty-six Degrees, and finding the Land there run Eastward, he quitted the Attempt, and sailed Southward. It is more than probable, that this Miscarriage so discouraged *Sebastian Cabot*, who, as we observed, was with his Father in this Expedition, that he thence forward renounced all Hopes of succeeding in, and consequently all Thoughts of prosecuting this Design. It is very likely, that he had next some Thoughts of a Passage to the *Indies* by the South, for in the 8th of King *Henry VIII.* he

made a Voyage to *Brazil*, and was soon after drawn over into the *Spanish* Service. While he resided there, he was employed by a Company of Merchants to conduct a Squadron through the new discovered Straits of *Magellan* to the *East-Indies*; but instead of doing this, he entered the *River of Plate*, discovered the Country on both Sides, solicited a Settlement to be made there, or in *Paraguay*, and remained in those Parts about five Years. The ill Usage he met with from the *Spanish* Court, made him think of returning to *England*, which he accordingly did, and was here the principal Promoter of several Expeditions for discovering a North East Passage; in which tho' he met with as little Success as his Father had done, in searching the North West, yet to these Attempts we owe our *Russia* Trade, which has been of such high Consequence to the Nation, as also the *Greenland* Fishery, which for many Years was carried on with very great Profit.

It was necessary to mention these Particulars, in Relation to the Life and Transactions of *Sebastian Cabot*, for two Reasons; first to shew that these Projects of discovering North East, and North West Passages, tho' they have been attended with some Expence, and have neither of them as yet produced what was expected from them, yet have in their Consequences brought so great Profits to the *English* Nation, that there is no Reason we should be discouraged from pursuing them, so long as any Hopes of Success remain. Secondly, because from this Account we see plainly the true Reason why all Thoughts of a North West Passage were laid aside for near fourscore Years. For the greatest Part of this Time *Sebastian Cabot*, Esq; in Quality of Governor of the *Russia* Company, was the great Director, and almost the sole Manager of all our Expeditions for Discovery, as appears as well from the Instructions drawn by him for the Direction of those who were employed to look for a North East Passage, as from several Charters, Commissions, and other public Instruments, in which we find him mentioned with great Honour, and treated as the Father and Founder of the *English* Navigation. It does not indeed appear, that he ever declared in express Terms, against making any farther Searches to the North West; but as it is evident from the Letter of his, before mentioned, that he absolutely despaired of finding such a Passage, it may be fairly presumed, that during his Life-time, and considering the great Influence he had in Matters of this Nature, no Project for such a Discovery would have met with any Encouragement; and therefore we need not wonder, that even in that Age, when hardly a Year passed but some Design or other, for promoting



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moving Commerce and Navigation, was set on foot, this re-  
mained as silent and unthought of, as if it never had been pro-  
posed; or a single unsuccessful Attempt upon a Coast never be-  
fore visited, had been sufficient to extinguish all Hopes, and  
produce absolute Despair of doing any Good in a matter of  
such Importance, the Consequences of which were so well  
known to the enterprizing Navigators of those Times.

BUT after his Decease Capt. *Martin Frobisher*, a very able  
Seaman, who for fifteen Years had meditated his Design, pro-  
posed a Voyage for the Discovery of the North West; and be-  
ing countenanced by *Ambrose*, Earl of *Warwick*, a Nobleman  
of great Credit with Queen *Elizabeth*, he had fitted out  
two Barks, the *Gabriel*, and the *Michael*, each of twenty-five  
Tons Burthen, and a Pinnace of ten Tons. He sailed from  
*Blackwall*, June 15, 1657, and when he had been about a  
Month at Sea, the Men in the *Michael* deserted him, returned  
Home, and reported that he was lost. The Captain however  
prosecuted his Voyage, passed through a Strait between two  
Islands, to which he gave his own Name. He advanced in  
this Voyage, as high as the Latitude of  $63^{\circ}. 8'$ . and having  
had the Misfortune to lose five of his Men, whom he set on  
Shore, he resolved to return to *England*, bringing with him a  
Savage whom he had taken Prisoner. He quitted the Island  
where this Accident happened, on the 26th of *August*; and  
on the 1st of *October* he arrived safely at *Yarmouth*. Amongst  
other Curiosities which he brought back, there happened to be a  
Piece of black Stone, which as a Thing of no Value, was given  
to one of his Owner's Wives, who threw it in the Fire, where  
becoming red-hot, it was afterwards quenched in Vinegar, and  
when cold, some Sparks were observed to glister in it like Gold;  
upon this, Tryals were made, and the Refiners asserted, that  
it held Gold; upon which Preparations were made for a second  
Voyage, of the Success of which there were very high Ex-  
pectations,

In this second Voyage, Capt. *Frobisher* had one of her  
Majesty's Ships, called *the Aid* of two Hundred Tons, and  
the two Barks *Gabriel* and *Michael*: He sailed May 31, 1577,  
and on the 16th of *July*, discovered that Point of Land,  
which lay at the Entrance of *Frobisher's Straits*, and to  
which he gave the Name of *Queen Elizabeths-Foreland*. It  
does not appear that he prosecuted much Discovery in this  
Voyage, but contented himself with taking on board about  
two Hundred Weight of the supposed Gold Oar, which prov-  
ed afterwards good for nothing, made what Enquiry he could



after his Men, but to no Purpose, carried off two Savages, a Man and a Woman, and on the 24th of *August* sailed for *England*, arriving on the 17th of *September* following, at *Padstow* in *Cornwall*, in the Queen's Ship. The Barks being separated in their Passage, the *Gabriel* came to *Bristol*, and the *Michael*, after sailing round *Scotland*, came safely to *Yarmouth*. Queen *Elizabeth* was so well pleased with the Account she received of this Expedition, that she encouraged a third, and bestowed upon the Continent, now discovered, the Name of *Meta incognita*.

THE Hopes that were entertained of these new *Indies*, already discovered, as well as of a Passage to the old, which was accounted almost certain, had such an Effect, that a Squadron of fifteen Sail was ordered out the next Year, a Colony of one Hundred and Twenty Persons was to be left behind, and three Ships stationed on the Coast; the Queen likewise to honour the Captain the more, made him a Present of a Gold Chain. He sailed from *Harwich*, May 31, 1578, arrived on the Coasts of his new discovered Country, where they met with a Storm, in which the Ship was sunk, that had the Materials for their House on board; so that they made no Settlement, nor were they able to find *Frobisher's Straits*, or the Gold Mine; but after much Toil to very little Purpose, returned to *England*, in the latter End of *September*. It is said, that Capt. *Frobisher* persisted in his Opinion of a Passage, for the Discovery of which however he never made any other Voyage. He commanded the *Triumph* in the famous Sea Fight with the *Spanish Armada* in 1588, and behaved so well, that he obtained the Honour of Knighthood; and six Years afterwards, receiving a Wound, at the taking of *Brest*, died of it, through the Want of Skill in his Surgeon, soon after his Return to *Plymouth*.

It is very justly observed by Capt. *Fox*, that from the Accounts we have of these three Voyages, it looks as if they had a Mind to keep this Gold Country to themselves; for except the Latitude of the Entrance of *Frobisher's Straits*, they have set down none; and as to *Meta incognita*, it is now very well known to be *Groenland*. Mr. *Egede*, who has given us the best Account of that Country extant, speaks thus of these Discoveries. ' In all Sea Charts, says he, you will find laid down ' *Frobisher's Strait* and *Bear-Sound*, which they pretend form ' two large Islands, adjacent to the Main Land, which I ' think are not to be found, at least not upon the Coast of ' *Groenland*; for I could not meet with any thing like it, in ' the Voyage I undertook in the Year 1723, Southward, going ' upon

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' upon Discoveries, tho' I went as far as to 60°. that Way.  
' But atpresent, the newer Charts lay them down the Nor-  
' thern Strait in 63°. and the Southern in 62°.'

It seems not altogether improbable, that *Frobisher's Strait* and Island, which he called *Queen Elizabeth's Foreland* (for an Island he afterwards found it to be) lay on the East Side of *Groenland*, and perhaps not in so high a Latitude as is set down in his Account; besides some other Reasons for saying this, which would take up too much Time to report here, the following Passage, from Mr. *Egede's* Book, may possibly incline the Reader to the same Opinion.

' IN my Expedition upon Discoveries, I found on a little  
' Island, where we touched, some yellow Sand, mixed with  
' some Sinople Red, or Vermillion Strokes, of which I sent  
' a Quantity over to the Directors of the *Groenland* Company at  
' *Bergen*, to make a Trial of it: Upon which they wrote me  
' an Answer, that I should endeavour to get as much as I  
' could of the same Sand; but to theirs as well as my own  
' Disappointment, I never was able to find this Island again,  
' where I had got this Sand, as it was but a very small and  
' insignificant one, situated among a great many others; and  
' the Mark I had taken care to put up, was by the Wind blown  
' down. Nevertheless, there has been enough of the same  
' Stuff found up and down in the Country; which when it  
' is burnt, changes it's former Colour for a reddish Hue,  
' which it likewise does if you keep it a while shut up close.  
' Whether or no this be of the same Sort of Sand, as that  
' of which Sir *Martin Frobisher* is said to have brought some  
' Hundred Tuns to *England*, and was pretended to contain a  
' great deal of Gold, and of which some of the *Danish Groen-*  
' *land* Company's Ships returned freighted to *Copenhagen*,  
' in the Year 1636, is a Question which I have no mind to  
' decide. However, thus much I can say, that by the small  
' Experience I have acquired in the Art of Chymistry, I have  
' tried both by Extraction and Precipitation, if it would yield  
' any Thing, but always lost my Labour. After all, I de-  
' clare I never could find any other Sort of Sand, that con-  
' tained either Gold or Silver.' In another Part of his Book,  
he questions the Truth of *Frobisher's* Account of the Country,  
and seems to slight the Gold Sand that he carried from thence;  
notwithstanding which, he owns, that a certain *Danish* Comman-  
der, in the Year 1636, brought home two Ship Loads of this  
Sand out of *Davis's Straits*, at the Charge of the High Chan-  
cellor of *Denmark*; which, upon tryal by the Goldsmiths at *Cö-*  
*penhagen*, was pronounced to be mere Sand and of no Value, and

as such thrown into the Sea; the Shame of which broke the poor Captain's Heart. But after his Decease, a small Parcel, which the Chancellor had kept, fell into the Hands of an abler Workman, who extracted good Gold from it, and that too in a considerable Quantity. Sir *Martin Frobisher's* shining Sand had not this good Fortune, which was some Prejudice to the Progress of this Design, of finding a North West Passage.

IN *Frobisher's* second Voyage, the *Gabriel* was commanded by one Mr. *Edward Fenton*, a Gentleman of a good Family, and a great Favourite of the Earl of *Warwick's*. In the third Expedition, Capt. *Fenton* commanded the *Judith*, and was Rear Admiral of the Fleet. He had so good an Opinion of the Enterprize, that when he was sent on an Expedition to the *East-Indies*, he procured an Article to be inserted in his Instructions, which were dated April 9, 1582, directing him to endeavour the Discovery of the North West Passage from the South Sea; but the real Design of that Voyage being to cruize against the *Spaniards*, he sailed to the Coast of *Brazil*, where he met with a Squadron of theirs, which he defeated, and soon after returned home, without proceeding any farther, tho' Sir *William Monson* says, one of his Ships proceeded and actually passed the Straits of *Magellan*.

AMONGST others who were embarked in Mr. *Fenton's* Design, there was one Mr. *John Davis*, a very sensible Man, and an able Navigator, and who being a warm Advocate for the Probability of a North West Passage, a Company of Merchants of *London*, and of the West Country, with the Assistance of some Persons of Distinction, employed him on the Discovery, and equipped two Barks, the one called *The Sunshine*, of Fifty Tons; the other *The Moonshine*, of Thirty-five Tons. He sailed from *Dartmouth*, June 7, 1585; and on the 20th of July following, he discovered, near the Entrance of those Straits that bear his Name, that Land to which he gave the Name of *Desolation*. On the 29th of the same Month, they saw Land again, in the Latitude of  $64^{\circ} 15'$ . and there he went ashore, and conversed with the Natives, whom he found a very civil, tractable, and honest People. On the 6th of August, he found himself in the Latitude of  $66^{\circ} 40'$ . in an open Sea; he anchored in a fine Bay, near a noble Mountain, the Cliffs of which were of the Colour of Gold, to which he gave the Name of *Mount Raleigh*; he called the Road, *Totness*; the North Foreland, *Dyer's-Cape*; and the South Foreland, *Cape Walsingham*. On the 11th of the same Month, he gave the Name of the *Cape of God's Mercy*, to the

the Southernmost Point of Land, and then entered a fair Strait, thro' which he sailed sixty Leagues, N. N. W. with Islands in the middle, but a fair Passage on both Sides; he met with Signs of People upon the Shore, and found the Tide flow six or seven Fathom, but could not find from whence it came. On the 21st, he sailed for *England*, and on the 30th of *September* he arrived at *Yarmouth*. He seems to have been the first that examined the West Side of *Groenland*, on which he sailed to the Height of  $64^{\circ} 15'$ . and on the other Side, he discovered from the Height of  $66^{\circ} 40'$ , and returned Home safely.

THIS Expedition gained Capt. *Davis* so much Credit, that he was sent out again with four Ships, the *Mermaid*, of One Hundred Tons, the *Sunshine*, the *Moonshine*, and the *North-Star*, of Ten Tons. He sailed from *Dartmouth*, May 7, 1586, and on the 15th of *June* discovered Land in the Latitude of  $60^{\circ}$ . North, and in the Longitude of  $47^{\circ}$ . West from *London*; but being hindered from approaching it by Ice, he was constrained to bear away to the Lat. of  $57^{\circ}$ . in order to double it, and recover an open Sea, which he did. On the 29th of the same Month, he again discovered Land in the Latitude of  $64^{\circ}$ . and in the Longitude of  $58^{\circ} 30'$ . West from *London*, where he went on Shore, and traded with the Natives, of whom he gives a large Account, very little different from what the Reader will meet with in some of the ensuing Pages. He found this to be broken Land with great Sounds and Inlets. About the middle of *July* he sent Home the *Mermaid*, and continued his Expedition in the *Moonshine*. On the 1st of *August* he discovered Land in the Latitude of  $66^{\circ} 33'$ . and in the Longitude of  $70^{\circ}$ . West from *London* he saw many Inlets, but attempted none; and on the 19th of the same Month, he began to return Home, and arrived safely in *England* in the Beginning of *October*; so that in this second Voyage, he did not so much as in the first; which, perhaps, might be owing to his having the Command of a Squadron.

ON his Return he wrote a Letter to Mr. *Sanderfon*, who was Treasurer of the Company; in which he affirmed, that he had brought the Passage to a Certainty, and that it must be in one of four Places, that he had remarked, or not at all; adding that farther Discoveries might be made without more Expence, supposing that the Fishery would more than defray it. In Expectation of this, he was fitted out a third Time, having with him the *Sunshine*, the *Elizabeth* of *Dartmouth*, and the *Ellen* of *London*. He sailed from *Dartmouth*

on

on the 19th of *May*; on the 14th of *June* they discovered Land, and on the 16th they anchored in a Harbour, where they traded with the People. On the 30th of the same Month he was in the Latitude of  $72^{\circ} 12'$ . on the West Side of *Greenland*; he called the most Northern Point of the Land he saw *Hope Sanderfon*; he then ran Westward 40 Leagues and better, without any Sight of Land. On the 17th of *July* he had Sight of *Mount Raleigh*: On the 23d he anchored in the Bottom of the Gulph, and called the Islands there *Cumberland-Islands*: On the 26th he met with a great Storm, and on the 30th he discovered that which he called *Lumley's-Inlet*, between  $62^{\circ}$ . and  $63^{\circ}$ . He returned to *Dartmouth* the 15th of *September*; and in a Letter that he wrote to Mr. *Sanderfon*, he maintains the Probability of a Passage through the Strait that bears his Name; and in this Opinion he continued all his Life, as Sir *William Monson* informs us, who tho' he had no Opinion of the Passage himself, yet he allows that Capt. *Davis's* Arguments in its Favour were very plausible.

AFTER this third Voyage of Capt. *Davis*, Expeditions for the Discovery of a North West Passage were for some Years suspended; but still the Opinion, that such a Passage might, and some Time or other would, be found, continued and kept up its Credit; and Sir *Humphry Gilbert*, a very gallant, and learned Gentleman, Half-Brother to the ever memorable Sir *Walter Raleigh*, wrote a very curious, and for those Times, a very judicious Discourse upon this Subject, and procured a Patent for settling the West Part of *America*, with a View, in all Probability, to this Discovery. Some other Papers of the like Purport were wrote about the same Time; and from the Authorities mentioned in them, it very clearly appears, that the Notion of a North West Passage was at this Time general, among the ablest Cosmographers, and most intelligent Seamen in *Spain*, *Portugal* and *Italy*; not to mention the positive Assurances given by some, that Ships had actually returned from the *East-Indies* through this Passage. To give a distinct and particular Account of these Matters would require a Volume; and therefore it may be sufficient for our Purpose, to give a single Instance, as indeed it is a very singular one, of the Credit of this Opinion, amongst Men of the best Judgments, who were employed in the *East-Indies*.

CAPT. *James Lancaster*, who was sent in the Spring of the Year 1600, with four large Ships into those Parts, being the first Fleet ever sent thither by an *English East-India Company*; in his Return Home on board the *Dragon*, met with a Storm



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Storm off the Cape of *Good Hope*, in which his Ship lost her Rudder, and was otherwise damaged, insomuch that he was persuaded to go on board the *Hætor*, another of the Company's Ships, for his Security. But that brave and vigilant Officer, believing his Presence might contribute more than any thing else to the Preservation of the Ship he was in, refused to quither, contenting himself with writing a short Letter to the Company, wherein he told them, they might be sure he would do his utmost to save the Ship and Cargo, by his venturing his own Life, and the Lives of those who were with him; adding this remarkable Postscript, in the midst of his Confusion, *The Passage to the East-Indies lies in 62°. 30'. by the North West, on the American Side.* One may from hence infer, that this Gentleman, who for his great Conduct, Courage and Integrity, was afterwards knighted, looked upon this as a Thing of great Certainty, as well as great Consequence; otherwise he would not have given it Place in such a Letter, at such a Time, and under such Circumstances. It is not at all improbable, that it might be in Pursuance of the Company's Instructions; for whoever considers it maturely, will be of Opinion, that such a Discovery imported no Body of Men in this Nation more than the *East-India* Company.

THE Consideration of all these Circumstances together, very possibly with this Passage in Captain *Lancaster's* Letter, which made a great Noise at that Time, induced the *Russia* and *Turkey* Companies, about fifteen Years after the Return of Captain *Davis* from his last Voyage, to resolve upon sending two Vessels in Search once more of the North West Passage. These were commanded by Capt. *George Weymouth*, a very able Officer and skilful Seaman; he sailed on the 2d of May, 1602, in the *Discovery* of seventy Tons, in Company with the *Goodspeed* of sixty Tons, commanded by Mr. *John Drew*. On the 4th of June he had sight of the *Orkneys*; on the 28th he was in the Latitude of 62°. 30'. when he descried *Warwick's Foreland*, and standing along the Coast, saw great Reason to believe that it was an Island; and supposing it so to be, he concluded, that *Lumley's-Inlet*, and the next Southern Inlet must of Necessity be one Sea; and as there is a great Current there, setting to the West, he thence inferred there might be reasonable Hopes of a Passage. He farther observed, that the Land of *America* was all broken. On the 19th of July his Men mutinied, and took a Resolution to return to *England*, for Reasons which they gave him, offering at the same Time, if with the Benefit of a North West Wind, which they then had, he would endeavour a Discovery in 60°.

or 57°. they were willing to run any Hazard with him; from whence Capt. Fox infers, that he had some on board, who were wiser than himself; but being in the Latitude of 68°. 53'. (as he says) the Men absolutely refused to proceed. On the 26th, he reckoned himself in the Entrance of an Inlet at 61°. 40'. into which Inlet he affirms, that he sailed 100 Leagues, West by South, that it was forty Leagues broad, very little incommoded with Ice, and a Passage with more Probability to be expected there than in *Davis's Straits*; but as the Year was far spent, and many of his Men in both Ships sick, he thought fit to return to *England*, and arrived safely at *Dartmouth* on the 5th of *August*. It is Capt. Fox's Opinion, that from the Lights afforded by *Davis*, and *Weymouth*, *Hudson* was principally guided in his Discovery,

We come next to speak of this great but unfortunate Seaman, who in Point of Skill was inferior to few, in regard to Courage surpassed by none, and in Point of Industry and Labour hardly equalled by any. He was taken into the Service of a Company of very eminent Merchants, who were bent on making a Discovery of a shorter Passage to the *East-Indies*, whether by the North, the North East, or the North West; and in their Service he searched for every one of these; neither does it appear from any of the Accounts now extant, that any Company were ever at so great an Expence, persisted so long, or did so much, towards clearing up this Point, as the Company by which *Hudson* was employed; and yet it does not appear, that they had any particular or private Views; but took all this Pains for the Sake of those Advantages that must have resulted to the Public, in Case their Endeavours had succeeded. It is justly to be regretted that the Names of these generous Persons, have not been preserved to Posterity; but that all we know of them is, that they were *certain Worshipful Merchants of LONDON*; at that Time, no doubt, and long after, when *Purchas* made his Collection, it was a Thing so well known, that publishing it seemed to be unnecessary, from whence it unlukily happens, that what was overlooked then, must remain in perpetual Oblivion to succeeding Times.

THE first Voyage Capt. *Hudson* made, in the Service of this Society, was to discover a Passage to the *East-Indies*, by sailing directly North, in which he did not spend quite five Months, departing from *Gravesend*, the 1st of *May*, 1607, and returning thither again the 15th of *September* the same Year. In this Voyage there are several Things very remarkable: On the 13th of *June* they saw Land; which seems to have



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have been Part of the East Coast of *Greenland*: On the 21st of the same Month they saw Land again, in the Latitude of  $73^{\circ}$ . to which they gave the Name of *Hold-with-Hope*, and there they found the Weather temperate and pleasant; whereas in  $63^{\circ}$ . they were pinched with severe Cold: On the 27th they were in the Latitude of  $78^{\circ}$ . where they found the Weather also temperate, or rather warm; but on the 2d of *July*, tho' they were in the same Latitude, the Weather was very cold; on the 8th of *July*, being in the Latitude of  $78^{\circ}$ . they had calm Weather, an open Sea, and a great Quantity of Drift-Wood; they observed that an Azur or Blue Sea was generally incommoded with Ice; but the green Sea open: On the 14th of *July*, Capt. *Hudson* sent his Mate and his Boatswain on shore, in the Latitude of  $80^{\circ}$ . 23'. being then on the Coast of *Spitzbergen* or *Greenland*; they found the Track of Beasts, saw some Water-Fowl, and met with a Stream or two of fresh Water, of which they drank heartily, the Weather being hot; and observing the Sun at Midnight, they found his Body  $10^{\circ}$ . 40'. above the Horizon. He continued to advance to near the Latitude of  $82^{\circ}$ . and would have proceeded farther, but was hindered by the Ice; he afterwards made an Attempt to sail round *Greenland* by the North West; and so to have returned home thro' *Davis's Straits*, but found that likewise impracticable.

UPON his Return, he was employed again to discover a North East Passage; he sailed *April* 22, 1608, and returned again on the 26th of *August* the same Year; he first tried to pass between *Spitzbergen* and *Nova-Zembla*, but was hindered by the Ice; he then coasted along the latter, and found the Country tolerably pleasant; nor was he without some Hopes of finding another Passage, than by that called the Straits of *Weygatz*; but failing in this also, he bore away from thence to make Trial of the North West Passage, by entering *Lumley's Inlet*; but finding it impossible to arrive there in Time, he laid aside that Design, and made the best of his Way home. In 1609, he went again in search of the North East Passage, and having examined the Coast of *Nova-Zembla* to no Purpose, he bore away for *Newfoundland*, where he traded some time with the Savages, and from thence proceeded to *Virginia*. One may reasonably suppose, that he did this with Design to lessen the Expences of the Voyage, that the Company might not be tired with bearing continual Losses, without meeting any Success; and upon his return from hence, it was, that he undertook his last, and fatal Voyage, expressly for discovering a Passage by the North West.

HE sailed from *Blackwall*, April 17, 1610, and plying down the River with the Lee he took an Opportunity there of ridding himself of one Mr. *Coleburne*, a very able and skilful Seaman, whom his Owners had put on board him as his Assistant, by sending him back to *London* in a *Pink*, with a Letter, in which no doubt, he gave the best Colour he could to this strange Proceeding; which proved an unlucky Precedent, for the sending him out of the Ship in a much worse Place. In the latter end of *May*, he reached the Island of *Iceland*, and put into a Harbour in the North East Part of it, where he was kindly entertained; yet here some Disputes arose amongst his Crew, which with some Difficulty he pacified. On the first of *June* he sailed from *Iceland*; on the 9th of the same Month he took himself to be off *Frobisher's Straits*; on the 15th he saw Land, which Capt. *Davis* called *Desolation*; on the 24th he began to enter into those Straits which have since borne his Name. On the 8th of *July*, being in the Height of  $60^{\circ}$ . he gave the Name of *Desire-Provoked*, to the Land he saw on the South Side of the Strait; on the 11th he was amongst some Islands, to which he gave the Name of the *Isles of God's Mercy*; found the Tide flow higher than four Fathoms, the Flood coming from the North, High Water at Eight of the Clock on the Change of the Moon, in the Latitude of  $62^{\circ}$ .  $9'$ . On the 3d of *August*, he passed through the Straits, observing that the Tide came from the North, flowing from the Shore five Fathoms; the Cape at the Passage out on the East Side, he called *Cape Wolsenholme*; and that on the South West Shore, *Cape Diggs*; he sailed down to the Bottom of the Bay, and very carefully searched the West Side, in which he spent the Time, till towards the Beginning of *September*, when he removed *Robert Ivett*, his Mate, for his mutinous Behaviour: During the whole Voyage, he still continued searching the Bay, probably with an Intent to find out a fit Place to winter in; and the beginning of *November*, he found a Place in the South West Part, which he judged most proper for his Purpose; and there he caused the Vessel to be hauled ashore. As he was victualled at his coming from *England*, for six Months only, and had been out now full that Time, it may be presumed that they underwent great Hardships, in which, however, it is sufficiently evident that he shared with them. In the Beginning of the ensuing Spring, after making a short Trip in a shallop for nine Days, to try whether he could meet with any Savages, who would furnish him with Provisions, and being disappointed, he returned, and getting the Ship ready, prepared to sail for *England*, distributing the Bread amongst those People that were

on board, and with it a Certificate to entitle them to their Wages, in case of his Demise; at which time he wept out of Pity for their Harpships.

BUT it seems the Gentleness of *Hudson's* Temper had no kind of Effect upon those with whom he had to deal; for one *Henry Green*, a profligate young Man, whom he had taken into his House, and preserved from Ruin, bringing him on board without the knowledge of his Owners, conspired with *Robert Ivett*, the Mate whom Capt. *Hudson* had displaced, and when they were ready to sail, turned the Captain, with his Son *John Hudson*, a Youth, Mr. *Woodhouse*, a Gentleman studious in the Mathematicks, who was a Volunteer in this Voyage, with the Carpenter and five more into the Shallop, with little or no Provisions, and hardly any Arms, and most barbarously abandoned them in that wretched Place, where they were afterwards either starved to death, or murdered by the Savages. The Crew suffered all the Hardships they deserved in their Return; for in a Quarrel that they had with the Savages, *Green* and two of his Companions were killed; *Robert Ivett*, who had made several Voyages with *Hudson*, and was the original Author of all this Mischiefe, died in the Passage home; and the rest with infinite Difficulty came first to *Ireland*, and at length to *England*. *Abbacuc Pricket*, who was one of them, and wrote all the Account we have of the latter Part of the Voyage, was a Servant to Sir *Dudley Diggs*, and probably by his Interest escaped Punishment. Capt. *Fox* suspected, and with good Reason, that he was as deep in this black Affair as any of them; but at his Return, he asserted, that the Ship being aground at *Diggs's-Island*, in the Latitude of  $62^{\circ} 44'$ . a great Flood from the West set them afloat, which gave such Hopes of a Passage, that the Company immediately resolved to make another Trial, in Hopes, perhaps, of saving Capt. *Hudson*, in case he survived.

THE Person that was made choice of to conduct this new Expedition, was Capt. *Thomas Button*, a Gentleman at that Time in the Service of Prince *Henry*, an able Seaman, a very knowing Man in other Things, and who was afterwards knighted, for services rendered to the Crown. He had two Vessels, the one called the *Resolution*, in which himself sailed; and the other the *Discovery*, commanded by Capt. *Ingram*; they were victualled for eighteen Months, sailed in the beginning of *May*, 1612, and entered *Hudson's-Straits* on the South of *Resolution*, where for some Time they were fast among the Ice: He then sailed to *Diggs's-Island*, where he stay-

ed about a Week, and in that Time fitted out a Pinnace, which he brought from *England* in Pieces. Sailing then Westward, he discovered the Land, which he called *Cary-Swan's-Nest*; from thence proceeding Southward of the West, he fell in with Land, in the Latitude of  $60^{\circ} 40'$  to which he gave the Name of *Hopes Checked*. They met there with a great Storm, which drove him Southward, and constrained him to look for a Harbour, in which he might repair the Damage he had sustained; and on the 15th of *August* he put into a Creek, on the North Side of that River, which he called *Port-Nelson*, from the Name of the Master of his Ship, whom he buried there; and here he resolved to Winter; in order to which, he put his smaller Ship foremost, and then the *Resolution*, fortifying both with a Barricado, composed of Piles, made of Firr, and strengthened with Earth, in order to defend them from Snow, Ice, Rain, or Floods. He wintered on Board his Ship, in which he kept three Firs; and tho' there is no doubt that he took all the Care he could of his People; he notwithstanding lost many of them, and was himself much indisposed for the first three or four Months of the Winter, which was very sharp.

It is much to be regretted that we have no distinct, regular, or complete Journal of this Voyage; tho' it is certain, that Sir *Thomas Button* kept a very exact Journal; an Abstract of Part of which, communicated to him by Sir *Thomas Roe*, is printed by Capt. *Fox*; But having exceeding strong Hopes of a Passage, and being very desirous to keep the Honour of the Discovery to himself, Sir *Thomas* was very industrious to conceal, what certainly ought to have been made publick. All we know of the first Part of his Voyage is collected from different Accounts, and those written by several Hands, and it is from these we learn that the River, notwithstanding the Rigour of the Season, was not entirely frozen till the 16th of *February*, which was owing to the Winds changing frequently, so that they had sometimes warm thawing Days, as well as others that were piercing cold. They were not much distressed for Provisions, since it is affirmed, that in the Space of the Winter, they killed no less than eighteen hundred Dozen of Partridges and other Fowl, which affords us an Opportunity of saying somewhat concerning the Birds of this Country, that may prove both entertaining and instructive to the Reader.

THE brown and spotted *Heathcock*, which continues all the Year in the Countries about *Hudson's-Bay*, is somewhat bigger

bigger than an *English* Partridge, longer bodied, and has a longer Tail in proportion. The Bill is black, covered with brown Feathers; the Skin above the Eye red; the top of the Head, the upper Part of the Neck, and down the Back covered with Feathers of a dark brown, mixed with a dull orange, and ash Colour; the Tail is of a dark brown, the Throat under the Bill of a yellowish white, the Neck and Breast of a dull orange, with Spots in the Form of Half-Moons of black; the Breast and under the Body of the Bird to the Tail white clouded with cream Colour, spotted with black Half-Moons; the Legs from the Knee-joint down to the Feet covered with a kind of hairy Feathers of a brown Colour, intermixed with black; the Feet of a reddish brown; and three Toes forward having Claws pretty long and black; these Toes are jagged, but the hinder Toes are smooth on the sides. It is remarkable, that these Birds are Inhabitants of the low Country in those Parts, tho' the same Species with us are only found in very high Lands, and on the Tops of Mountains.

THE *white Partridge* is of a middle Size, between our common Partridge and the Pheasant, shaped very much like the former, except that its Tail is somewhat longer. In the Summer Season these Birds are mostly brown, but in the Winter they become perfectly white, except the outward Feathers of the Tail, which are black Tipped with white. In that severe Season they repose themselves in the Snow all Night, and in the Morning fly directly up to shake off the Snow. In the middle of the Day they sun themselves, and feed only in the Morning and Evenings. They breed and continue in those Parts all the Year, which is a great Relief to such as inhabit that Country. But after all, as the ingenious and accurate Mr. *Edwards* observes, this Bird is not properly a Partridge, but of that kind which we call the Heath Game, and is common to *America* and *Europe*, being found in the Mountains of *Italy*, *Switzerland*, *Spain*, &c. but no where in such Plenty as in the Regions about *Hudson's-Bay*.

THE *Pelican* is also common in this Country, which is somewhat bigger than a large tame Goose; the upper Mandible of the Bill is narrower in the middle than at either End, and is received into the lower, except towards the Point, which widens and receives the lower into it; the Point is red, but the upper and under Part towards the Head, are of a yellow Colour; the Pouch when dry, resembles an Ox's Bladder blown, and is prodigiously large while the Creature is living; the Head and Neck are covered with white Feathers,



the Body of a dirty ash Colour, the Quills of the Wings are black, all the under Part is of a dark ash Colour, the Legs are short, with four Toes, webbed together, the middle Toe is longer than the Leg, and both the Legs and Feet are of a dirty yellow, mixed with green; the Claws are dark. These Birds live chiefly upon Fish, and are thought to inhabit most Parts of the Globe; at least, it is certain that they are common here, and in the Northern parts of *Russia*; they likewise abound in *Egypt*, and are sometimes found near the *Cape of Good Hope*, where they are of a much larger Size; one that was publickly shewn here, and brought from thence being twice as big as a large Swan, and the Pouch under the Bill so large, that his Keeper with great ease put his Head into it.

THERE are likewise in this Country some very curious Birds, with respect to their Size and Strength; such as *White Tailed Eagles*, about the Bigness of a Turkey-Cock, flat crowned, short necked, full breasted, with brawny Thighs, and having very long and broad Wings, in proportion to it's Body, but darker on the Back, and lighter on the Sides; the Breast spotted with white, the Quills of the Wings black, the Tail when closed white, both above and below, except the very Tip of the Feathers, which are black or brown, the Thighs covered with dark brown Feathers, thro' which, in some Places, a white Down appears, the Legs to the very Feet covered with soft Feathers of a reddish brown; it has four Toes on each Foot, very thick and strong, standing three forward and one backward, covered with yellow Scales, and armed with very strong Claws, of a shining black, with very sharp Points; there are besides these, several kinds of *Falcons* or *Hawks*, and other Birds of prey. The great *Horned Owl* is also common in this Country, which is a very singular Bird, with a Head very little inferior in Size to that of a Cat, and what are called the Horns, composed of Feathers, rising just above the Bill, intermixed at the Bottom with white, becoming of a red brown by Degrees, and tipped with black. The great *White Owl*, of a bright shining Colour, so as scarce to be distinguished from the Snow, is common here likewise, and continues the whole Year through in this Country, where it is frequently seen flying by Day, and preys upon the white Partridge.

THERE are also some Beasts, that are singular enough, and are generally esteemed peculiar to this Country, such as the *White Bear*, a Creature very different from the common Bear; having a long Head, and a Neck much thinner than other Creatures of that Kind: It is said to make a Noise, not unlike the barking

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barking of a Dog that is hoarse; There are different Sizes, great and small; their Hair is long and soft as Wool; and their Noses and Mouths are black, and so are their Claws; they swim from one Field of Ice to another, and dive under Water for a long Time. Near the Sea Coast, they feed chiefly upon dead Whales; but on shore, on any thing they can get.

THE *Porcupine* of *Hudson's-Bay* resembles in Shape and Size a Beaver; the Head is not unlike that of a Rabbit; it has a flat Nose, entirely covered with short Hair; the Teeth before, two above, and two below, are of a yellow Colour, and remarkably strong; it has very small short Ears, which hardly appear without the Furr; the Legs too are very short, but the Claws, of which it has four on it's fore Feet, and five on the hind, are long, hollow within, like Scoops, and very sharp pointed. It is covered all over the Body with a pretty soft Furr, about four Inches long; beneath the Hair, on the upper Part of the Head, Body and Tail, it is very thick, set with sharp stiff Quills, which are white, with black Points, bearded, and not easily drawn out, when they have entered the Skin. The Porcupine usually makes his Nest under the Roots of great Trees, and sleeps much; he feeds chiefly upon the Bark of Trees, eats Snow in the Winter, and drinks Water in the Summer, but carefully avoids going into it. The Savages eat them, and esteem their flesh both a wholesome and a pleasant Food.

THE *Quick-Hatch* or *Wolverene* is another very extraordinary Beast of the size of a large Wolf; the Snout of the upper and under Jaw, as far as the Eyes, is black, the upper Part of the Head whitish, the Eyes dark; the Throat, and under Part of the Neck, white spotted with black; the Ears small and round; the whole Body of a reddish brown, darker at the Shoulders and Rump, and lighter upon the Back and Sides. The Furr of the whole Body is pretty long, but not very close, the Feet as far as the first Joint, are covered with short black Hair, but the Legs are brown and the Claws of a light Colour, the Tail is most of it brown, but towards the Tip bushy and black. This Creature in going carries his Head very low, so that his Back rises archwise; when attacked, he defends himself with great Force and Obstinacy, and it is said, will tear Traps, Ginns, and other such Inventions to pieces, in a very surprizing Manner. But to return to Capt. Button.

He carried with him in this Expedition, several Persons of great Skill and Capacity, such as the Master of the *Resolu-*



tion, Mr. Nelson, who was a very experienced Seaman, and suggested to him most of the Precautions, taken for the Preservation of his People in the Winter. Capt. Ingram, who commanded the *Discovery*, was also a Man of great Abilities; and so was Captain Gibbons, of whom Button in his Journal says, that he never carried a better Seaman with him in his Life. He had also one Capt. Hawkrige with him, who made some Notes upon the Voyage, and who having tried the Tide at *Savage-Isles*, found it came from the South East, and rose three Fathoms. From him we learn, that he had an Encounter with the Savages at *Cape Wolstenholme*, who came to attack him in two Canoes, in which there were about fourscore Persons, and who surprising his Men a-shore, when they were filling Water, killed five of them, in Revenge for his taking four of their large Canoes, of which he returned but two. He had also one *Josias Hubart*, who was his Pilot, and we shall hereafter take Notice of a singular Instance he gave of his Capacity, and of the just Notions he had of the true Way of seeking the Passage; and not to detain the Reader longer upon this Head, we shall mention but one Man more, which was *Abbacuc Prickett*, who was with Capt. Hudson, in the last unfortunate Voyage, when he was basely sacrificed by his mutinous Crew.

WHILE they were lying still in the Winter, Captain Button very judiciously devised a Method of employing the Time of the principal Persons on board him, to the Service of the Expedition, and his own Satisfaction; which at the same Time cut off all Occasions for Murmuring or Discontent, by taking up that Space, which had it remained unemployed, their Heads might have run upon Things of a less useful Nature, and which might have created Differences and Disputes. Some he kept busy in settling the Course and Distance from Place to Place; to others he proposed, as it seems, the following Questions, *viz.* what it was possible for them to do where they were, when the Weather became open? and how the Discovery they were sent to make, might be best prosecuted, when they should be able to go to Sea? To which Questions, Mr. Hubart before mentioned wrote the following Answer.

‘ MY Answer to the first Demand, is under your Favour,  
 ‘ I think it not amiss to search this River, if God give Strength  
 ‘ to our Men, before our Departure from it, to have the  
 ‘ Knowledge how far it doth extend, and that we may meet  
 ‘ with some Inhabitants, which may further our Expectations,  
 ‘ but I cannot think of any Profit to be made by it.

‘ MY

experienced Seaman, cautions, taken for the water. Capt. *Ingram*, also a Man of great skill, of whom *Button* in his latter Seaman with him, *Hawkrige* with him, age, and who having came from the South him we learn, that he at *Cape Wolfenholme*, in which there were his Men a-shore, five of them, in Re-Canoes, of which he *Josias Hubart*, who was notice of a singular In-the just Notions he had ge; and not to detain shall mention but one, who was with Capt. when he was basely

Winter, Captain *But-* employing the Time to the Service of the which at the same ing or Discontent, by remained unemployed, gs of a less useful Na- ferences and Disputes. rse and Distance from as it seems, the fol- sible for them to do came open? and how might be best profes- Sea? To which Ques- wrote the following

s under your Favour, if God give Strength from it, to have the nd that we may meet er our Expectations, made by it.

‘ Mr

### discover a North West Passage.

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‘ My Answer to the second Demand is, to search to the Northward about this Western Land, until, if it be possible, that we may find the Flood coming from the Westward, and to bend our Courses against that Flood, following the Ebb, searching that Way for the Passage. For this Flood, which we have had from the Eastward, I cannot be persuaded, but that they are the Veins of some Headland to the Northwards of the Cheeks, and by the Inlets of Rivers, which let the Flood-Tides into them; which Headlands being found, I do assure myself, that the Tide will be found to come from the Westward.

‘ HEREIN I have shewed my Opinion, so far as my Judgment will afford, until further Reasons induce me to the contrary.’

*Josias Hubart.*

WHOEVER is a proper Judge of these Matters, must allow, that this Man was perfectly right, and laid down the only true and sensible Method for discovering a Passage. The River began to clear about the 21st of *April*, but it is certain, that he did not get out to Sea, till more than two Months after, and then the Extract we have of his Journal, shews that he examined the West Side of the Bay, and gave Names to several of the Places remarkable therein, which they still bear: His own Name he left to the Bay, where he wintered, and the adjacent Country he called *New-Wales*. In the Latitude of  $60^{\circ}$ . finding a strong Race of Tide, running sometimes Eastward, and sometimes Westward, Mr. *Hubart* in his Chart set it down, by the Name of *Hubart's Hope*; the highest he failed to the North, seems to be  $65^{\circ}$ . and from the Observations he made there, more especially of the Tides, he came Home perfectly satisfied, that a North West Passage might be found; and he told Mr. *Briggs*, the famous Mathematician, that he convinced King *James* of the Truth of this Opinion. But it would have been more advantageous to this Nation, if he had suffered his Journal to be published, or at least had given the World the Grounds upon which his Sentiment was built, as he lived many Years after this, became a rich Man, and a great Patron to those who set on foot the Trade to *Guinea*. It is for Want of his Journal, that we have no Account when he returned: All we know of it, is from the Report of *Pricket*, who said they met with no Ice, till they were in *Hudson's Straits*; and that they came Home in sixteen Days.

WE are told, the Reason Capt. *Button* did not make another Voyage for Discovery, was the Death of Prince *Henry*

his Master, which happened in his Absence; but it may be presumed, that he imparted his Instructions freely to his Kinsman and great Favourite Capt. *Gibbons*, who was sent in the same Ship called the *Discovery*, upon the same Design in 1614; but he was very unfortunate, for missing the Entrance of *Hudson's Straits*, he was driven by the Ice into a Bay in the Latitude of  $57^{\circ}$ . upon the North East Main, which was called *Gibbon's Hole*, where he lay twenty Weeks in very great Danger, and his Ship received so much Damage, that for this Reason, and because the Season was lost, he thought proper to return.

THE same Company of Merchants, or at least some of them, not at all discouraged by these repeated Disappointments, fitted out the very next Year, which was 1615, the *Discovery*, a Vessel of Fifty-five Tons, and gave the Command of it to Capt. *Robert Bylot*, a very experienced Mariner, who had been in all the three Expeditions of *Hudson*, *Button* and *Gibbons*, who had with him for his Pilot the famous *William Baffine*, a very able Mariner, and one well acquainted with the Northern Navigation, and the *Greenland Fishery*; so that without doubt, very high Expectations were entertained of the Success of this Voyage. Capt. *Bylot* sailed on the 18th of *April*; on the 6th of *May* he had sight of *Groenland*, on the East Side of *Cape Farewel*. He made the *Resolution* on the 27th of the same Month; and on the North Side he found a good Harbour, where an East South East Moon made High Water, and the Tide flowed four Fathom. At *Savage-Islands* he met with a great many of the Natives, and traded with them; he lays this down to be in  $62^{\circ} 30'$ . and affirms, the Tide rose there as high as at *Resolution*; he proceeded thence to *Mill-Island*, which he so named from the Grinding of the Ice; it lies in the Latitude of  $64^{\circ}$ . and there the Tide came from the South East. On the 10th of *July* he saw Land lying West from him, and his Men being sent to try the Tide, affirmed it came from the North, which gave him some Hopes of a Passage; he therefore called this *Cape Comfort*, in the Latitude of  $65^{\circ}$ . and in the Longitude of  $86^{\circ} 10'$ . West from *London*. But having doubled the Cape, and proceeded twelve or thirteen Leagues, he saw the Land tend North East by East, which put an End to his Hopes; and therefore he returned home, and anchored in *Plymouth-Sound* on the 9th of *September*, without losing a Man. It seems from this Voyage, that he was discouraged from looking farther in *Hudson's Bay*, tho' he had been in the most improper Part, and therefore proposed to the worthy Persons, by whom he

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was employed, that they should undertake another Expedition thro' *Davis's Straits*.

Capt. *Robert Bylot*, or as *Purchas* calls him, *Byleth* failed in the *Discovery*, the same Vessel that had been now employed in five Voyages, having with him *William Baffine* as his Pilot, from *Gravesend*, March 26; and on the 14th of May following, he entered in *Davis's Straits*, and being in the Latitude of 70°. 20'. saw a great Number of the Natives who avoided him, and even here he began to doubt of a Passage; and the Reasons in his own Words were these, because the Tides were so small, not rising above eight or nine Feet, and kept no certain Course; but the nearest Time of High Water, on the Change Day, was at a Quarter after Nine, and the Flood came in from the South. On the 30th of the same Month he came to *Hope-Sanderson*, in the Latitude of 72°. 20'. which was the farthest North that *Davis* had failed; and Mr. *Baffine* acknowledges, that from it's Appearance, his Predecessor might well be excused for entertaining great Hopes; the Sea being open, and the Passage wide, only the Tide held a certain Course, and rose but eight or nine Feet, which discouraged them very much. He continued his Course however, and on the first of June came to a little Island, where he found Canoes and Tents and two or three Women; this was in the Latitude of 72°. 45'. and he called it *Womens Island*. As the Ice was very troublesome, he thought fit to put into a Harbour till it should be in some Measure dissipated; and this accordingly he did on the 12th of June, in the Latitude of 73°. 45'. and trading there with the Inhabitants, who resorted to him in considerable Numbers, for Sea Skins and Unicorns Horns, called this Place *Horn-Sound*. After staying there a few Days he put to Sea again, but was very much troubled with the Ice; he had sight in his Passage of many Sea Unicorns.

ON the 1st of July he found himself in an open Sea, in the Latitude of 75°. 40'. which again raised his Hopes. On the 3d doubled a fair Cape, in the Latitude of 76° 35'. which he called *Cape Diggs*, after Sir *Dudley Diggs*, and passing by a fine Sound, at about twelve Leagues distance, he called this *Wolstenholme-Sound*; on the 5th he was in another fine Sound, in the Latitude of 77°. 30'. which from the great Number of Whales he saw there, he called *Whale-Sound*; from thence he proceeded to Sir *Thomas Smith's Sound*, which extends beyond 78° and is at the very End of what is called *Baffin's Bay*, which I suppose begins at *Hope-Sanderson*, and extends hither; all the Places yet named are on the East Side, or on that Con-

continent which *Frobisher*, or rather *Queen Elizabeth* his Mistress, named *Meta Incognita*, and which is in reality, no other than the East Coast of *Groenland*. In *Smith's-Sound* there was great abundance of Whales, and which is very remarkable, they were the largest Whales he had seen; besides which, there was another Circumstance with regard to this Bay, worthy of Notice, and that was the Variation of the Compass to  $56^{\circ}$ . or more than five Points to the Westward, which *Baffine* affirms to be the greatest Variation that had been ever observed. Standing over to the West Side, he saw some Islands, to which he gave the Name of *Cary's-Islands*. The first fair Sound he met with on that Side, he called *Alderman Jones's-Sound*; and continuing his Course, he came on the 12th to another great Sound, in the Latitude of  $74^{\circ}$ . which he called *Sir James Lancaster's-Sound*; and so keeping along the West Side of *Davis's-Straits*, till on the 27th of *July* he was near *Cumberland-Islands*; here despairing of any farther Discovery, and Mr. *Hubar*, another of his Company, being very sick, he bore away for the *Groenland Coast*, and putting into *Cockin-Sound*, in the Latitude of  $65^{\circ}$ .  $45'$ . his sick People recovered in a Week's Time, by giving them Scurvy-Grass boiled in their Beer; there he traded with the Natives, and observed that they had a wonderful fine Salmon Fishery; the High Water here at Seven o'Clock at the Full and Change; and the Water rose above eighteen Feet; on the 30th of *August* he arrived in *Dover-Road*.

ON his return from this Voyage, he wrote a long, and a very sensible Letter to Sir *John Wolstenholme*; in which he gives him a plain and fair Relation of his Voyage, and of the clear Discovery he had made; that nothing was to be expected, with regard to a Passage in *Davis's-Straits*; but for Salmon, Morfe and Whale-Fishing, there could not be a more commodious Place found, which Experience has justified; for the *Dutch* have established an annual Whale-Fishery here, of a very great Value. But it seems the Hearts of these Gentlemen were set upon a Passage, and if that was not found they minded nothing else; so that after these five Voyages, in all of which *Bylot* was, they gave over their Design, which lay dormant for about twenty Years after. *William Baffine* was still persuaded that a Passage there must be, tho' fully convinced that in *Davis's-Straits* it could not be; and of this Sentiment he declared himself a little before his Death, which happened in the *East-Indies*, by a Wound he received at the taking of *Ormus*; and very desirous he was of making a Tryal to find this Passage, from that Part of the World, in which



Elizabeth his Mistress, reality, no other than *n's-Sound* there was is very remarkable, been; besides which, ard to this Bay, wor- n of the Compass to estward, which *Baf-* at had been ever ob- he saw some Islands, ands. The first fair d *Alderman Jones's* came on the 12th to 74°. which he called ping along the West of July he was near ny farther Discovery, , being very sick, he putting into *Cockin-* ick People recovered urvy-Grafs boiled in natives, and observed Fishery; the High and Change; and e 30th of August he

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## discover a North West Passage.

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which he hoped to have succeeded better. It was chiefly from this great Seaman, that Mr. *Briggs* the Mathematician derived his best Lights, with respect to a North West Passage; for which he was a great Advocate. It is true he consulted Sir *Thomas Button*; but as he tells us himself, abating strong Assurances, fair Words, and fine Promises, he received little or no Information from him, except with regard to the Tides, and from them alone he concluded the Certainty of a Passage; and that the most probable Means of finding it, was closely to examine the Coasts about *Hudson's-Bay*; and upon this Subject he penned a pretty large Discourse; the Heads of which, and those very imperfectly taken, are to be met with in *Purchas* and in *Fox*; but the whole of his Work with his Chart, was never published; which may be justly esteemed a Loss, and a very great one, both to that Age and to this.

WE come now to Capt. *Luke Fox*, a Man bred from his Youth to the Sea, and who for Twenty-five Years, before he undertook this Voyage, had meditated something of the kind, having then had an Inclination to have gone Mate with Mr. *John Knight*, who was famous for his Skill in the Navigation of the North Seas; but notwithstanding he was then disappointed, he remained a careful and diligent Enquirer into things of this Nature, conversed with *Baffine*, *Pricket*, and others who had been employed on the Discovery, and collected with great Industry all the Journals and Histories of such Voyages as he could meet with. His Love to this kind of Knowledge, brought him to an Acquaintance with Mr. *Henry Briggs* beforementioned, who offered him his Assistance for procuring one of the King's Ships, in order to make a Voyage in search of the North West Passage. Accordingly in 1629 or 1630, with the Advice and Assistance of Sir *John Brooke*, a Petition was presented to King *Charles I.* for that Purpose, which was graciously accepted and granted; but the Season of the Year being elapsed, before the Design could be brought to bear, they were obliged to put it off to the next Year, and in the mean time Mr. *Briggs* died.

IN this Space, the Merchants of *Bristol*, at the Request of Capt *James*, formed a Scheme of the like Nature, and were desirous to come to an Agreement with the Merchants of *London*, who were to be at the Expence of Capt. *Fox's* Expedition, that they should have an equal share in Honour and Profit, which every Ship proved so fortunate as to find the Passage, and this was readily yielded to by the *London* Traders. Sir *Thomas Roe*, a very worthy as well as a very wise Man, and a Person of great Publick Spirit, returning at this Time from

from his Embassy in Sweden, Capt. Fox was introduced to him, and honoured with his Protection, as well as that of Sir *John Wolfstenholme* the elder, who had been for so many Years a constant Friend to, and Encourager of this Discovery; and his Son Mr. *John Wolfstenholme*, afterwards Sir *John Wolfstenholme*, was appointed Treasurer; and Capt. Fox having been introduced to the King, and having received a Chart, in which all the former Discoveries were marked, his Majesty's Instructions, and a Letter to the Emperor of Japan, prepared for his Voyage at the Beginning of May, 1631.

THE Vessel he sailed in was a Pinnace of the King's called the *Charles*, of the Burthen of twenty Tons, with twenty Men and two Boys, victualled for eighteen Months, and completely equipped in every Respect. On the 8th of May, he sailed from *Yarmouth-Road*; and on the 13th of June, was in Latitude  $58^{\circ} 30'$ . On the 22d of the same Month, he entered *Hudson's Straits*, and after passing by *Cary-Swan's-Nest*, the first Land he saw was in the Latitude of  $64^{\circ} 1'$ . the same that Sir *Thomas Button*, called *Ne Ultra*, but to which he gave the Name of Sir *Thomas Roe's-Welcome*, which, I think, it has ever since retained; he says, it was an Island with high broken Land. He had fine clear Weather, an open Sea, free from Ice, no Snow on the Land, but a bold ragged Coast, like Headlands upon the Ocean, with Tangle and Rock-Weed, and great Plenty of Fish. The Tide rose here four Fathom, whereas his Men who tried the Tide at *Cary-Swan's-Nest*, found it to rise only six Feet. Sailing from thence South West in the Latitude of  $63^{\circ} 37'$ . he saw another Headland to the Southward of him, with small Islands and broken Land upon the Main; and here also he saw many Fish and Seals and one Black Whale; sailing still Southward, he came to an Island in  $63^{\circ}$ . to which he gave the Name of *Brook-Cobham*, in Honour of his Patron Sir *John Brooke*; and on the 30th of July, he saw another little Island about twelve Leagues from *Brook-Cobham*, to which he gave the Name of *Dun-Fox's-Island*: And here, he says, the Tide came from the North East, and flowed about twelve Feet Water. In the Latitude of  $62^{\circ} 5'$ . he fell in with some small Islands, to which he gave the Name of *Briggs's Mathematicks*: And here observed, that a North Wind kept up the Tide. He sets it down in his Journal on the 3d of August, that the further he went from Sir *Thomas Roe's-Welcome*, it flowed less Water, and the Tide was less perceptible, and the same Observation he repeats more than once. He tried the Tide at *Port-Nelson*, and found it flow nine Feet. On the 29th of August, he met with Capt. *James*, went on board him, and was well entertained,



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## discover a North West Passage.

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tained, but left him on the last of that Month; the Result of his whole Discovery was, that from the flowing of the Tide and the whales, it was most likely the Passage should be in *Sir Thomas Roe's-Welcome* or the *Ne Ultra*, as *Sir Thomas Button* named it. In the Beginning of October he repassed *Hudson's-Straits*; and on the last of that Month arrived safely in the Downs.

HE published his Voyage on his Return, which he dedicated to the King, and both in the Dedication, and at the Conclusion, he lays it down as a thing certain, that the High Tides he met with in the *Welcome*, could not possibly come through *Hudson's-Straits*, but must be propagated from a Western Ocean, or that which is commonly called the *South Sea*, and he very clearly and very judiciously traces these two Tides. He shews, that the Tide coming through *Hudson's-Straits*, flows at the Entrance of them, that is, at *Resolution*, five Fathoms right up and down: He observes, that Mr. *Hudson* had found the Tides at the *Isle of God's-Mercy* to flow somewhat above four Fathoms, that at *Mill-Island* it flows somewhat less than four Fathoms. Again, from *Sea-Horse Point* to *Cary-Swan's-Nest* it flows but six Feet. But in the Latitude of  $64^{\circ}$ .  $10'$ . he found the Tide setting from the North and flowing above twenty Feet in the dead Neap; and coasting along this West-side, he found it flowing less and less, till at *Port-Nelson* it came to nine Feet; he therefore observes, that considering the distance, which is upwards of two hundred and fifty Leagues, and the Tide meeting so many Rubs and Checks, by the way, amongst Islands and Shoals, it is inconceivable how such a vast Quantity of Water should be recalled and repaired every twelve Hours, if it were not fed and supplied from some great and vast Ocean. It might be both instructive and entertaining, if we should insist farther upon this Gentleman's Remarks, deduced not only from his Knowledge, as a Seaman, but from his own Experience in this Voyage; and comparing his Observations with those that had been made by his Predecessors; but as all this Matter will be more properly considered in the Conclusion, where we shall have also later Facts to build upon, it is better to refer it thither and to avoid fatiguing the Reader with needless Repetitions. Only this it may be proper to remark, that Capt. *Fox*, not only continued firm in his Opinion, that there was a Passage, but was very clear also, as to the Place in which it was to be looked for, and very positive, that it would be found large and open, and in a temperate Climate, which he grounded upon his own Experience, that the farther he sailed Northward in *Hudson's-Bay*,  
the

the warmer he found the Weather, and the more free from Ice.

We have already mentioned Capt. *James* of *Bristol*, who sailed in the same Month, as well as the same Year with Capt. *Luke Fox*, and on the same Design. He was certainly a Man of Abilities, and very expert in Calculations, but he does not seem to have been so well acquainted with the Voyages that had been made to the North, as he ought to have been, to entitle him to a Command of this Nature; for if he had, he would not have advanced many Things that we find in his Account; and more especially, in the Close of it. He entered *Hudson's Straits* about the middle of *June*, and found himself excessively embarrassed with Ice; of which he gives very long and dismal Accounts; that in all Probability are strictly true; but this was owing to his spending so much Time in the Bottom of the Bay, where, notwithstanding his Conference with Capt. *Fox*, he resolved to winter. It seems he was very sensible, that much was expected from him at his Return; and it is visible enough, that there was a great Emulation between him and *Fox*, which might very probably induce him to stay, in order to push his Discoveries, as far as it was possible, in the Spring.

HOWEVER that might be, thus much is certain, that the Place he made choice of for that Purpose was *Chariton-Island*, in the Latitude of  $52^{\circ}$ . and here he was obliged to take Shelter in the Beginning of the Month of *October*, about which Time it began to snow and freeze excessively, yet the Sea was not frozen close to the Island, until the Middle of *December*. The Cold was very intense, until the Middle of *April*, unto those who had no Place to reside in, but a Tent covered with the Sails, and such Branches of small Spruce as that Island afforded; and consequently, in such a Situation, they endured great Hardships in so long a Winter, surrounded by a Sea all covered with Ice, for a long time after it was dissolved upon the Lands adjoining to the Bay. The 29th of *April* it rained all Day. The 3d of *May*, the Snow was melted in many Places of the Island. The 13th, the Weather was very warm in the Day-time, but there was still Frost in the Night. The 24th, the Ice was consumed along the Shore, and cracked all over the Bay, and began to float by the Ship. The 30th, the Water was clear of Ice, betwixt the Shore and the Ship, and some Vetches appeared. The 15th of *June*, the Sea was still frozen over, and the Bay full of Ice. The 16th was very hot with Thunder. The 19th they saw some open Sea; and by the 20th all the Ice was drove to the Northward.

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This Island was a dry Land covered with a white Moss, and small Shrubs and Bushes, no Trees but Spruce and Juniper, the longest a Foot and a half over. The Sea to the Northward was full of floating Ice, until the 22d of *July*. In the long Account which Capt. *James* has given us of his Wintering, there is such a Detail of Miseries and Hardships, as might have been sufficient to have deterred any from venturing again into this Bay; and no doubt, it was a principal Reason, that all Thoughts of prosecuting a Design of this Nature, were, after the publishing his Voyage, laid aside for upwards of thirty Years.

AFTER he left *Charlton-Island*, he sailed North West, and examined that Side of the Coast, as high as *Marble-Island*, and then stood over to the opposite Main, and sailed as high as *Nottingham-Island*; but the Month of *August* being now pretty far spent, and himself fully persuaded that no Passage was to be found, but to the Northward of 66°. he consented, on the unanimous Desire of his Ship's Company, to bear up the Helm, and to return home. He had a tolerable Passage through *Hudson's-Straits*, notwithstanding which it was the 22d of *October* before he reached the Port of *Bristol*. He published a large Account of his Voyage, in which there are a abundance of curious Things, that recommended it highly to that great Philosopher Mr. *Boyle*; as on the other Hand, the Use that he has made of it, and the Character that he has given it, has reflected no small Credit on the Work. It may however be doubted, whether the Difficulties Capt. *James* met with, or the Dangers he run through, did not warp his Judgment, since from being a warm Advocate for a North West Passage, he came to write as positively against it, and to assert in plain Terms, that either there was no Passage, or if there was, it must be so situated, as not to be worth finding.

THE Arguments he offers in Support of his Sentiment, as to there being no Passage, are three, or as he states them four; but the last seems to be a Deduction from the rest, rather than any new Reason; we will give a short Account of them all, because, when considered and compared with what has been discovered since, they are perhaps as strong Arguments for a Passage, as any that can be offered. First, then, he says, *there is a constant Tide Flood and Ebb setting into Hudson's-Straits, the Flood still coming from the Eastward, which, as it proceeds correspondent to the distance, it alters the Time of full Sea. This also entering into Bays and broken Ground, becomes disturbed and oversets with half Tides.* The Facts

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here laid down are allowed to be very true, and the inference he draws from them is very just, but it happens to make nothing at all for his Purpose notwithstanding. He never examined the Tide at Sir *Thomas Roe's-Welcome*, for if he had, he must have been convinced, for the very Reasons here laid down, that it did not come from the *Atlantic Ocean*, and consequently that there must be a Passage. *Fox*, who visited this Bay the very same Year, who tried the Tides where Capt. *James* did, but tried also the Tide in the *Welcome*, concluded very justly, that the latter could not spring from the same Ocean with the former, and thus we see clearly and plainly why these two able Seamen were of directly opposite Opinions, and yet both of them in the right, so far as their Experience went; for it is very certain, that Capt. *James* saw nothing in this respect that could induce him to conclude there was a Passage; and it is no less certain, that Capt. *Fox*, from the Lights he had, might very fairly infer, there must be a Passage. The only thing in which Capt. *James* was blameable was, his asserting, that no Passage could be found to the South of  $66^{\circ}$ . notwithstanding that there was a great Part of the Coast of *Hudson's-Bay* within that Latitude, which he never examined. But let us now come to his second Reason.

HERE are, says he, *no small Fish, such as Cod, &c. and very few great ones, which are very rarely seen; nor are there any Bones of Whales, Sea-Horses or other great Fish to be found on the Shore, nor any Drift-Wood.* To this the same Answer may be given as to the former; the Facts are very true; and the Conclusion is very just; but then, it is only with regard to that Part of the Bay which he examined; and if the Conclusion be just, it is a certain Proof, that if he had met with the contrary of all these, he would undoubtedly have made a contrary Conclusion. Capt. *Fox*, in the Neighbourhood of Sir *Thomas Roe's-Welcome*, met both with small Fish and large, of which he gives us a particular Account, and especially with regard to Whales; for it seems at *Brook-Cobham* his Men saw no less than forty at one Time. It might indeed have been matter of Dispute in those Days when these two Journals were published, and very probably it was; which was most to be depended upon, in regard to veracity; but there can be none in ours, when from repeated Voyages these Parts are well known; and in consequence thereof, it is a thing out of Question, that all Sorts of Fish, but more especially the larger Sorts, such as Sea-Unicorns and Whales, are found in great Numbers in these Northern Parts; consequently Capt. *James's* Reason, not only ceases with respect to those Parts of the Bay where

where a Passage has been lately sought, but the very contrary Reason takes place; since, if a Passage was despaired of from the want of these Signs, it ought surely to be hoped for, wherever those Signs appear.

His third Reason is this, *We find the Ice, says he, in the Latitude 65°. 30'. to be lying all over the Sea in Rands, and I am most certain, that the Shoals and shoal Bays are the Mother of it. Had there been any Ocean beyond, it would have been broke all to Pieces, for we found it coming through the Straits into the Sea to the Eastward.* To which he adds, and calls it a fourth Reason, *That the Ice seeks its way to the Eastward, and so drives out at Hudson's-Straits.* It is very evident from thence, that in his Judgment, the more Northern Parts of the Bay must be entirely choaked and filled up with Ice; whereas, it very clearly appears from what Fox says, that there was less Ice to the North; and in the following Sheets it will be shewn, that there is very little Ice; but on the contrary, the Ice in the Southern Parts of the Bay is broken to Pieces, and driven out by that great body of Water that comes from the North; and therefore upon his own Principle, this is a direct and convincing Proof, that there must be a Communication with another Ocean. As to his additional Argument, which he particularly mentions, as depending upon his own Observation, we may add to it, that a great deal of Ice is carried into *Hudson's-Bay* through the Straits by the Flood, and very naturally comes out again with the Ebb, as well as the rest of the Ice that is bred in the Bay, from the Causes that himself has assigned. On the whole, therefore, Whatever weight Capt. James's Authority might have in former Times, when there might be a Doubt, whether he or Fox spoke truth, it can have no manner of Weight now, when the Facts, upon which his Reasonings are grounded, have been, with respect to the Northern Bay totally overthrown by incontestable Experience.

It has been already observed, that after Fox and James all Thoughts of a North West Passage were laid aside here; but as at this Time, or soon after, the principal Persons in our Colony of *New England* began to undertake Expeditions, for Discovery and Improvement of their Fishery and Commerce; it is not to be wondered, if they in their Turns, considering the great Advantages that might result from finding a North West Passage, and their own favourable Situation, should make an Attempt of that kind. In this one may safely say, there is nothing absurd or unreasonable; and therefore in the Abstract we have of Admiral *De Fonte's* Voyage, what

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is said of Capt. *Shapley's* being taken in a Ship from *Boston*, carries in it nothing very incredible. Mr. *Dobbs*, in his Remarks upon that Account, takes notice of the Probability that this *Boston* Ship might have passed through some of the Openings near *Whale-Cove*, an Inlet in *Hudson's-Bay*; and perhaps that ingenious Gentleman would have thought it a kind of Confirmation of the Guess he has made, if he had recollected that this Inlet is situated precisely in that Latitude, which Capt. *Lancaster* set down for the Entrance of the North West Passage. as has been before related in Page 11, and to the Knowledge of which he came in the *East-Indies*.

BUT tho' the singular Concurrence of these two Circumstances, may very well justify this short Digression, in reference to the Attempts from *New England*, which may possibly procure us some other Lights upon that Head; yet there is something relating to this Subject, which may possibly appear still more extraordinary; in as much as it will shew that it is not at all impossible, that either to this, or some other Expedition, undertaken from *Boston*, the present *Hudson's-Bay* Company owe that Discovery which produced their Charter, and put them into Possession of those Places in that Bay, in which they have Settlements at present. Mr. *Jeremie*, who was Governor at *Port-Nelson*, while it was in the Hands of the *French*, and who, without doubt, had better Opportunities of knowing the Matters of which he writes, than most other People, gives us this Account of the Matter. He says, that one Mr. *de Groisfeleiz*, an Inhabitant of *Canada*, a bold and enterprizing Man, and one who had travelled much in those Parts, pushed his Discoveries at length so far, that he reached the Coasts of *Hudson's-Bay* from the *French* Settlements by Land. Upon his Return, he prevailed upon some of his Countrymen at *Quebeck*, to fit out a Bark for perfecting this Discovery by Sea; which being done, and he landing upon the Coast, where he apprehended no *European* had been before, was amazed in the very Depth of Winter, to hear that some of his Company had discovered an *English* Settlement as they were pleased to call it, near *Port Nelson*. He went thither with a Design to attack it; but at his arrival found it a poor miserable Cottage covered with Turf, in which were half a Dozen half starved Wretches, without Arms, and without Strength to use them if they had had any. These People told him, that they were Part of a Ship's Crew from *Boston*, that they were set on shore to look for a Place, where the Ship to which they belonged might Winter; and that the next Morning the Ice drove the Ship out of the Port, which they never saw more.

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As we have no Date to this Relation, it is impossible to say, whether it was that ship from *Boston*, mentioned in *de Fonte's* Account or not; but if it was, and the Crew perished, as very probably they might in this inhospitable Country; it affords a clear and easy Solution of that, otherwise unanswerable difficulty, as to Capt. *Shapley's* making such a Voyage, and so considerable a Discovery, without its coming to be known, either in *New England*, or in *Old*. But if we should be wrong in this Conjecture, it would still remain an incontestable Proof, that some Attempts were made from *Boston*, when they were laid aside and forgot at *London* and *Bristol*. This Digression has not led us far out of our Way, as will presently appear.

WHEN Mr. *de Groiseleiz* had sufficiently examined the Country, he left his Nephew *Chouart* with five Men at *Port-Nelson* River, and with his Brother-in-law Mr. *Rattisson*, and eight more returned to *Quebeck*, where he had some Difference with those who employed him; which at length rose so high, that thinking himself extremely injured, he sent over Mr. *Rattisson* to *France*, in order to give the Court an Account of the Services he had done, and the ill Usage he had met with. But it seems the Complaints he made were as ill heard in *France* as in *Canada*; and the Advantages which he insisted upon might be deduced from this Discovery, were, from want of being understood, treated as visionary and chimerical. Mr. *de Groiseleiz*, not at all discouraged by the Accounts he received from his Brother-in-law, and at the same Time desirous of making his Fortune, by what he was very sensible deserved one, embarked himself for *France*, and laid before the Ministers, in the clearest Manner possible, the Consequences of his Discovery; and what they were, will be hereafter seen; but tho' he was a very capable Man, and no doubt told his Tale well, it however gained no more Credit than *Rattisson's* Applications had done. It happened that Mr. *Montague*, afterwards Duke of *Montague*, and Father of the noble Person who bears that Title at present, was then our Minister in *France*, and hearing some dark Account of *Groiseleiz's* Proposals, he sent for him to explain them, which he did in such a Manner, as entirely satisfied that judicious and inquisitive Person, who immediately sent him and his Brother over to *England*, with a Recommendation to Prince *Rupert*, then the great Patron of all Enterprizes of this Sort, and who was an excellent Judge both of Men and Things.

ON the Arrival of Mr. *de Groiseleiz* in *England*, and his laying before his Highness what he thought it was in his power to do, he

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received all the Encouragement that he could reasonably expect; and a Resolution was immediately taken, to fit up one of the King's Ships, to carry him to *Hudson's-Bay*, and to make Trial there of his Power, to fulfil the great Things he promised. It falls out very luckily, that we have an authentick Memorial, written at the very Time, of what was expected from it; which is contained in a Letter from Mr. *Oldenburgh*, the first Secretary to the *Royal Society*, to the celebrated Mr. *Boyle*, which the Reader will be pleased to see in his own Words. 'Surely I need not tell you from hence what is said here with great Joy, of the Discovery of a North West Passage, made by two *English* and one *Frenchman* lately represented by them to his Majesty at *Oxford*, and answered by a Royal Grant of a Vessel to sail into *Hudson's-Bay*, and thence into the *South-Sea*; these Men affirming, as I heard, that with a Boat they went out of a Lake in *Canada* into a River, which discharged itself North West into the *South-Sea*, into which they went and returned North East into *Hudson's-Bay*.' Upon these Hopes Capt. *Zachariah Gillam* in the *Nonsuch Ketch* with the *Frenchmen* on board were sent upon this Discovery; he is said to have sailed to the Height of  $75^{\circ}$ . in *Baffines-Bay*, and to have returned from hence into *Hudson's-Bay*, where he wintered in 1668, getting into *Rupert's-River* the 29th of *September*, where he came to an Anchor in two Fathoms and a half Water, the River being a Mile broad. The 9th of *December* they were frozen up in the River, and went upon the Ice to a small Island full of *Poplars*; all the other Trees were *Spruce*. In *April* 1669, the Cold was almost over, and the *Indians* came down to them. They saw no Grain there but many *Gooseberries*, *Strawberries*, and *Dewotter Berries*. The *Indians* about that River are simpler than those of *Canada*. The *Nodways* or *Eskimaux Indians* near *Hudson's-Straits* are wild and barbarous. Here, and at this Time, the first *English* Settlement was made by building a little Stone Fortrefs, to which Capt. *Gillam* gave the Title of *Fort-Charles*. Upon this the Undertakers were erected into a Company by a Charter, dated *May* 2, 1669.

IN the Preamble of this Charter is recited, that whereas our dear and intirely beloved Cousin Prince *Rupert*, &c. have at their own great Cost and Charges undertaken an Expedition for *Hudson's-Bay* in the North West Parts of *America* for the Discovery of a new Passage into the *South-Sea*, and for the finding of some Trade for Furs, Minerals, and other considerable Commodities; and by such their Under-

taking

' taking have already made such discoveries, as do encourage them to proceed farther in pursuance of their said Design, by means whereof there may probably arise great Advantage to us and our Kingdoms.' At the Request therefore of these Undertakers, and for the better promoting their Endeavours for the public Good of his People, the King granted them the Trade and Territories in *Hudson's-Bay*, and all other Trade which they should acquire exclusively; and thus, and to these Ends, was the *Hudson's-Bay* Company erected.

ONE would have imagined, that after this considerable Settlement suitable to the Design of the Charter should have been made, and *Rupert's* Land, for so his Majesty directs the new Plantation to be called, should by this Time have become none of the least considerable Colonies in *America*; at all Events, one would have imagined, that the great and capital Point of discovering a North West Passage would have been always kept in View, for the Scope of the Charter is plainly to vest this exclusive Trade, and the new discovered Countries in them, for the public Benefit of the People of these Kingdoms; but it so happens, that we have very few Accounts of any Attempts made for Discovery, either by Land or Sea. There was indeed about 1719, that is near thirty Years ago, one Capt. *Barlow* sent to look for a Passage, but what became him, is very uncertain, since neither he nor any of his People have been heard of since, only a Report prevails among the *English* settled in the Company's Factories, that this Ship was lost, and himself and his Crew destroyed by the Inhabitants of the Country in the Latitude of 63°. and to confirm this, it is also said, that some Pieces of the Wreck have been since found in those Parts. This may be true, and very probably, the unhappy Fate of this Gentleman, and those who sailed under his Command, may have been urged to discourage such enterprizing Spirits, as were inclinable to undertake these hazardous Expeditions, instead of attending to safer Employments in the Company's Service.

By this Disposition of Things *Hudson's-Bay* and the Country adjacent belong entirely to a small Body of Men, and whatever trading Spirit there might be in the Nation, it could not as formerly excite any Attempts for Discovery, which is the plain Reason that all Thoughts of a North West Passage lay for fifty Years together buried and undisturbed, notwithstanding a Provision was actually made, or at least intended to be made, for the constant Prosecution of it, till it should be effected. We have mentioned *Barlow* and his unhappy Fate;

and the Person next employed was Capt. *Scroggs*, of whom all that we know is what follows. Neither can we say where that would have been found, if it had not been published by Mr. *Dobbs*; for though the old Expeditions were undertaken at the Expence of Companies, yet, except Sir *Thomas Button's* the Journals of them were generally speaking published, that Posterity might know what had been done, and how far the Discovery was advanced. But of late Years this Method has been discontinued; and as we before observed, if Mr. *Dobbs* had not published an Extract of *Scroggs's* Expedition in his own Defence, the World would have known very little of it, nay perhaps in fifty Years Time no Trace or Memorial might have been left, that any such Voyage had been made. His Account of it then is this.

MR. *Scroggs* sailed from *Churchill-River* on the 22d of June 1722. In Latitude  $62^{\circ}$ . he traded with the Natives for Whale-Fin and Sea-Horse Teeth. On the 9th of July he was drove in hazy thick Weather to Latitude  $64^{\circ}$ .  $56'$ . where he anchored in twelve Fathoms. When it cleared up, he found himself within three Leagues of the North Shore. The Headland, which bore East North East from him, he called *Whalebone-Point*. He saw at the same Time several Islands bearing from South West by West to South West by South, which Variation allowed was from South West by South to South South West. He saw Land South up to the West; the *Welcome* was very high Land, as high as any in *Hudson's-Straits*. The Southermost Island he called *Cape Fullerton*. Here he saw many black Whales, and some white. He sent his Boat on Shore; they saw many Deer, Geese, Ducks, &c. He said it flowed there five Fathoms upon his Lead-Line; he having but seven Fathom at Low-Water, and twelve at High-Water. He had two Northern *Indians* with him who had wintered at *Churchill*, and told him of a rich Copper-Mine, some where in that Country, upon the Shore near the Surface of the Earth; and they could direct the Sloop so near it, as to lay her Side to it, and so be soon loaden with it: They had brought some Pieces of Copper from it to *Churchill*, that made it evident there was a Mine thereabouts. They had sketched out the Country with Charcoal upon a Skin of Parchment, before they left *Churchill*; and so far as they went, it agreed very well. One of the *Indians* desired him to leave him, saying, he was within three or four Days Journey of his own Country, but he would not let him go. He said he was up in the Cod of the Bay, and that there was a Bar there; but his Men said he was ten Leagues from what he called a Bar. He sailed out

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South East; and on the 15th crossed the *Welcome* in Latitude  $64^{\circ}. 15'$ . In Latitude  $64^{\circ}. 8'$ . he saw again many Whales, but saw no Ice, when he was there. The Land from *Whalebone-Point* fell off to the Southward of the West, and the Men who went a-shore said, they saw nothing to prevent their going farther. They had Soundings there from forty to seventy Fathoms. Capt. *Norton*, late Governor of *Churchill*, was with him, and confirmed this Account, and that the Tide rose five Fathoms; and said, that he was on Shore on the Top of a Mount in, and saw the Land fell away to the Southward of the West, and nothing to prevent their going further.

WE are now come very near that Expedition for the Discovery of a North West Passage, which, though it failed of Success, and proved only the Cause of much Dispute, between the Gentlemen by whose Endeavours it was set on foot, and the Person who conducted it, yet was productive in its Consequences of an Act of Parliament, which will never fail to keep alive the Hopes of finding the North West Passage, until it shall be found. It appears from different Passages in his Book, that *Arthur Dobbs*, Esq; first applied himself to the *Hudson's-Bay* Company; and upon his Request it seems, two Vessels were sent upon the Discovery; and these it seems, went no higher than the Latitude of  $62^{\circ}. 15'$ , and returned without seeing any thing worthy of notice, except a great many Islands, abundance of black Whales, but no very great Tides, the highest about two Fathoms, the Flood coming from the Northward. This was some time in the Year 1737, when Mr. *Dobbs* had a close Correspondence with Capt. *Middleton*, who in several Letters, Extracts of which are printed, furnished him with a Variety of Facts, that seem conclusive, with respect to a Passage, such as, that of a North and North West Wind made the Neap Tides higher than the Spring Tides, with a Southerly or Westerly Wind at *Churchill* or *Albany*; that there is little or no Tide between *Mansfield-Island* and *Cary-Swan's-Nest*; that there is absolutely no Tide to the North and North East of *Mill-Isles*; that consequently the high Tide before-mentioned, must come from the *Welcome*; that for this Reason the *Welcome* cannot be far from the Ocean; that what Mr. *John Scroggs* saw in the Latitude of  $64^{\circ}. 50'$ . both with regard to Whales and in respect to the Tides confirmed this; that the *Indians* who went with Mr. *Scroggs* owned to him (Capt. *Middleton*) that when they were eight or ten Miles from *Whalebone-Point*, which bore East North East of them, they saw an open Sea, and the Land trended

to the Southward of the West, which they asserted to *Scroggs's* Face, when on board Capt. *Middleton's* Ship at *Churchill*, though while under *Scroggs's* Command, they dissembled it, and said what he pleased to have them. Besides this, *Lovegrove*, who lived at the Factory at *Churchill*, and had been often at *Whale-Cove* in Latitude of  $62^{\circ} 30'$ . affirmed all the Coast there was broken Land and Islands; and that going upon one of these Islands, he saw an open Sea to the Westward. One *Wilson* sent by the Company to trade at *Whale-Cove* with the Natives for Fins, declared at *Churchill*, that having had the Curiosity to pass in through those Islands near the *Whale-Cove*, he found the Opening enlarge itself South West; and at last it became so wide, that he could not see Land on either Side. These Facts being well known, and all the Informations Mr. *Dobbs* could obtain concurring with the Sentiment this Gentleman was then in, that there was a great Probability of finding a Passage in the *Welcome*, he with infinite Diligence and Application procured Capt. *Middleton* an Opportunity of searching for that Passage in the *Furnace Bomb-Ketch*; which Service he undertook for the Benefit of the Public, resisting many Temptations that were thrown in his way to slight that Design for the Sake of private Advantage. The best Account we have of his Endeavours is contained in the following Extract from several Letters, and from his Journal.

HE could not get out sooner than the 1st of *July* from *Churchill River* in Latitude  $58^{\circ} 56'$ . to search for the Passage; on the 3d at five in the Morning, he saw three Islands in Latitude  $61^{\circ} 40'$ . on the 4th he saw *Brook-Cobham* in Latitude  $63^{\circ}$ . Longitude  $93^{\circ} 40'$ . West from *London*, the Variation there was  $21^{\circ} 10'$ . This Island had much Snow upon it; on the 6th in the Morning, he saw a Headland in Latitude  $63^{\circ} 20'$ . Longitude  $93^{\circ}$ . West; Soundings from thirty-five to seventy-two Fathoms; at five the Current set North North East, two Knots, two Fathoms; the Tide flowed from North East by North, Variation  $30^{\circ}$ . West; all by North Moon made High-Water; the 8th he was in Latitude  $63^{\circ} 39'$ . saw no Whales or other Fish yet, except one white Whale as big as a Grampus, and some Seals; much Ice North of them close in Shore for several Leagues; Depth sixty to ninety Fathoms; Land seven or eight Leagues North West; 10th in Latitude  $64^{\circ} 51'$ . Longitude  $88^{\circ} 34'$ . the *Welcome* here eleven or twelve Leagues wide; the East Coast a low flat Coast; the whole *Welcome* full of Ice; they filled fresh Water off the Ice; closed in the Ice until the 12th; the 13th they got through the Ice to Northwards of *Cape Dobbs*, a

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new discovered Headland on the North West Side of the *Welcome* in Latitude  $65^{\circ}. 12'$ , Longitude  $86^{\circ}. 6'$ . West, saw a fair Opening North West of it; sailed into this Opening or River to secure the Ships from the Ice, until it dispersed in the *Welcome*.

THE Entrance of this River six or eight Miles wide for four or five Miles. Four Leagues higher, it was four to five Leagues wide; he anchored on the North Side above some Islands in thirty-four Fathoms; the Tide in the Narrow flowed five Miles an Hour, not so strict further up; much Ice came down with the Ebb; the Soundings as they went up were fourteen to forty-four Fathoms in the middle of the Channel; next Morning several of the *Esquimaux Indians* came on board, who had nothing to exchange but their old Clothes and twenty Gallons of Train Oyl; he gave them several Toys; he went higher about four Miles above some Islands, and anchored in a Sound betwixt them and the North Shore in an Eddy Tide to be out of the way of the driving Ice, which went in and out with the Tide, and anchored in sixteen Fathoms; this he called *Savage-Sound*; the River above and below full of Ice; the 15th he sent up the Lieutenant with nine Men well armed with Provisions for forty-eight Hours in the eight-oared Boat to try the River; who returned on the 17th; he had been up as far as the Ice would permit it, being fast above, from Side to Side, he found the Depth above from seventy to eighty Fathoms. The 16th the Captain went ashore on some Islands, and found them bare, except some short Grass and Moss in the Valleys, and a little Sorrel and Scurvy-Grass above High-Water Mark. They set the fishing Nets, but got no Fish; many of his Men relapsed in the Scurvy, above half not serviceable. The Tide at the Mouth of the River on change Days flows four Hours, and rises from ten to fifteen Feet, Variation  $35^{\circ}$ . West; where the Lieutenant was, it flowed from the Southward, and rose thirteen Feet at Neap Tide. The Northern *Indians* he took from *Churchill*, knew nothing of the Country; 18th got the Ships into a safe Cove, and moored in nine Fathoms and a half: The Captain went up the River in the Morning with eight Men and the two *Indians*, and by eight at Night was got up fifteen Miles: He saw the Tide flowed twelve Feet, and a West Moon made High-Water; the Tide flowed from South South East; the *Indians* killed a Deer; they heard an uncommon crying in the Night, generally made by Savages, when they see Strangers; 19th by two in the Morning went five Miles higher, and got into a small River or Sound six or seven Miles wide, but how far

it went up, they knew not; the main River was there six or seven Leagues wide, but so full of Ice they could not go much farther; the Lands on both Sides very high; he went upon one of the highest Mountains twenty-four Miles above *Savage-Cave* where the Ships lay, from whence he could see where the Ships lay, and above eight or ten Leagues higher up than the Place he was at; he observed the River run North by West by the Compass, which Variation allowed was to Westward of North West, but it grew narrower in its Course upwards, and was full of Ice; the 20th at eight in the Evening he returned on board with six Deer, which the *Indians* had shot whilst he was on Shore: He called that Place *Deer-Sound*; the Land is very mountainous and barren with Rocks of the marble kind; in the Vales are a great many Lakes, with some Grass, and Numbers of large Deer, as big as a small Horse, twelve or thirteen Hands high; upon Islands not half a Mile in Circuit, they generally saw a small Herd,

THE 21st he fell down the River, which was still full of Ice; within four Miles of the Entrance he got upon a high Hill, and saw the *Welcome* still full of Ice from Side to Side, 22d the Ice very thick in the River above and below, and more drives in every Tide if the Wind comes from the *Welcome*: He sent his Lieutenant with the six-oared Boat up the River. 24th more Ice in the River than ever; no sending a Boat downwards. 25th Lieutenant returned, after having been forty-eight Hours sounding among the Islands near *Deer-Sound* he found the River full of Ice; he brought three Deer with him. 26th sent the Lieutenant and Master down to see if the Ice was clearer below and in the *Welcome*; *Savage-Sound* is in Longitude  $89^{\circ} 28'$  West, Variation  $35^{\circ}$  West; the Entrance of *Wager River* is in Latitude  $65^{\circ} 23'$ . *Deer-Sound*  $65^{\circ} 50'$ . the Course from *Savage-Bay* is North West by Compass, which Variation allowed is West by North. 27th Lieutenant returned, having been carried out by the Ice and Tides six or seven Leagues, and found the River below quite choaked up with Ice, but thinner when they got into the *Welcome*. 28th at one in the Afternoon, the Lieutenant and Master went up the River to try if they could find out any other Way into the *Welcome* besides that they came in at, on Account they had seen many black Whales and other Fish the Time they were up last, and none were seen where the Ships lay nor any where below; he was likewise ordered to try *Deer-Sound* and every Opening to find whether the Tide came in any other Way than the Way they came in at; this he had Time to do, until the Ice cleared in the Mouth of the River and



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and *Welcome*. 29th he sent the Boat with eight sick Men and several that were lame with the Scurvy, to an Island about five Miles off, it having plenty of Sorrel and Scurvy-Grafs upon it, and left with them Tenting and other Necessaries; the Tide flowed twelve Fathom six Inches, the Captain went up one of the highest Hills, and found the River full of Ice below, but something thinner above. 30th he perceived the Ice was all fast below them, and for eight or ten Miles above them without the Islands; but pretty clear without the Cove. 31st abundance of Ice drove in from the *Welcome* and almost filled the Bay without them.

THE 1st of *August* the Lieutenant and Master came on board, having been four Days out, who said, they had been ten or twelve Leagues above *Deer-Sound*; they saw a great many black Whales of the Whalebone kind; they tried every Opening they saw, and constantly found the Tide of Flood came from the Eastward, or in at the Mouth of the River *Wager*. 2d they unmoored and warped out into *Savage-Sound*, and on the 4th by ten at Night got out of the River, the Ebb carrying them out at the rate of five Miles in an Hour, being clear of the Ice until they got out; it being almost calm put the Pinnacle a-head, and towed and rowed with the Ship's Oars. They were then in 65°. 38'. and Long. 87°. 7'. West, Variation 38°. Here they entered a new Strait North West of *Wager* River, thirteen Leagues wide; the Entrance of *Wager* River is in Latitude 65°. 24'. Long. 88°. 37'. the 5th they were in Latitude 66°. 14'. Long. 86°. 28'. West; the Strait there was about eight or nine Leagues wide. 17th sailing among Ice, the South East Coast was low and shingly seven Leagues long; at the North East End of the Beach was a mountainous ragged Land like Part of *Hudson's-Strait*; good Sounding here from twenty-five to forty-four Fathoms, Variation 40°. West, the Tide comes from East by North by the Compass; the Tide runs very strong here with Eddies and Whirlings. 6th tried the Tide, and found it came from the East by South, the Point of the Beach at two was distant four or five Miles; at half an Hour past two, sent the Lieutenant ashore with the six-oared Boat to try the Tide, and found it had ebbd two Feet; and the Flood came from the Eastward at three, made a Signal for the Boat to come on board; at four saw a fair Cape or Headland on the West or North Shore, bearing from him South West half South six or seven Leagues, the Land trenched away from East by North to North by West, making right Points of the Compass; this gave them Joy, believing it the North Point of *America*, and

and therefore he called it *Cape Hope*; they worked it through much straggling Ice all Night; in the Morning when the Sun cleared away the Haze they saw Land all round quite from the low Beach to the Westward of the North, meeting the West Shore and made a deep Bay, but to make sure they kept their Course to the Cod of 1 until two; next Afternoon when every one saw plainly it was a Bay, and they could not go above six or eight Miles farther, so trying the Tide several Times, and finding it always slack Water, they found they had overshot the Opening where the Tide came in at from the Eastward, the Variation here was  $50^{\circ}$ . This Bay at the bottom was six or seven Leagues from Side to Side; very high Land from thence to the frozen Strait Eastward of them; Soundings from fifty to one hundred and five Fathoms; they sailed Eastward out of the Bay; much Ice to the Eastward.

THE 8th, at ten in the Morning, the Captain went on Shore with the Boat, taking the Gunner, Carpenter, and his Clerk with him, to try if he could find from whence the Flood came in to this Strait or Bay. At Noon *Cape Hope* bore North half East five or six Leagues, the Bay West South West four Leagues; the Entrance of the frozen Strait amongst the Islands on the East-side bore East two Leagues, at four the middle of the frozen Strait bore East South East three Leagues; at half an Hour past nine at Night he returned on board; he had travelled about fifteen Miles to the highest Mountain that overlooked the Strait and East Bay on the other Side, and saw the Passage the Flood came in at; the narrowest Part of this Strait is four or five Leagues, and five, six, or seven in the broadest, almost full of large and small Islands, and in length about sixteen or eighteen Leagues; it stretches South East round to the South, and to the Westward it was full of Ice not broke up, all fast to both Shoals and Islands therein; he saw very high Land about fifteen or twenty Leagues Southward of the Place he was at, which he took to run towards *Cape Comfort* and the Bay, betwixt that and *Wilson's-Portland*, being Part of *Hudson's North Bay*; the Ice being not yet broke up it was resolved in Council to try the other Side of the *Welcome*, from *Cape Dobbs* to *Brook-Cobham*, to know if there was any Opening there, and then return to *England*.

THE 9th at two in the Morning they bore away; at three founded thirty-five Fathoms within a Mile of the Beach, six Leagues to *Cape Hope*, and three to the *Beach Point*; they sailed along the South East Shore at three Leagues distance, there being much Ice to Westward almost one third over; at  
four

four in the Afternoon *Cape Dobbs* bore North West, three fourths West by Compass, six Leagues, at ten sounded fifty Fathoms; at twelve, sixty to sixty-five. The 10th at four in the Morning forty-three to twenty-five Fathoms five Leagues from the West Land; at eight sixty-six to seventy Fathoms; then in Latitude  $64^{\circ}$ .  $10'$ . Longitude  $88^{\circ}$ .  $56'$ . West; the *Welcome* here sixteen or eighteen Leagues wide; the extreme Part of the South East Shore still in Sight bore from South to South East by East distant six or seven Leagues. The 11th at four in the Morning forty-five to thirty-five Fathoms, the North Shore from North East to North North West four or five Leagues distant, then about Latitude  $64^{\circ}$ . and Longitude  $90^{\circ}$ .  $53'$ . near the Headland; they kept as near as they could to the Shore to see if there was any Opening into the Land; twenty-five to thirty-five Fathoms; continued sailing in Sight of the North Shore from *Cape Hope*; at four in the Afternoon hauled off from the Shore to deepen the Water; at six thirty-four to twenty-eight Fathoms; at eight thirty to forty, then lay by until Day-light; Soundings all Night from forty-four to sixty Fathoms. At four on the 12th made sail; at six stood in with the Head-land nine or ten Leagues to the Eastward of *Brook-Cobham*; it bore then from them North West by North, five or six Leagues; sounded sixty to forty-nine Fathoms; at ten forty-nine to nine Fathoms standing into the Head-land; at twelve hauled off to deepen the Water, they were then in Latitude  $63^{\circ}$ .  $14'$ . and Longitude  $92^{\circ}$ .  $25'$ . West. He says he found in coasting along the Shore of the *Welcome* from the frozen Strait to this Place, that it was a main Land, tho' there are several small Islands and deep Bays; this Headland, and the other, in Latitude  $64^{\circ}$ . make a deep Bay; in their Passage out, they did not see the Bottom of it, as they did upon their Return; and by keeping close along Shore they saw many large black Whales, of the right Whalebone kind.

THEY had from twenty to forty Fathoms off *Brook-Cobham*, which at four in the Afternoon was West North West four Leagues distant. The 13th he sent a-shore to see if he could water the Ships; the two Northern *Indians* went a-shore in the Boat; the Island is three Leagues from the Main, seven Leagues long and three broad, all of hard white Stone like Marble. The 14th the Lieutenant returned with the Boat, and brought a Deer the *Indians* had shot, and a white Bear; they saw several Swans and Ducks. The 15th sent the Boat for more Water, with the two Northern *Indians*, who were desirous of being left near their own Country; he gave them a small

small Boat, of which he taught them the Use, and loaded it with Powder, Shot, Provisions, Hatchets, Tobacco, and Toys of every kind he had on board. In the Afternoon the Boat returned on board, and brought an Account, that by Marks left on the shore, the Tide flows sometimes there twenty-two Feet; they left the two *Indians* ashore, who designed to go to the main Land the first Opportunity; the other *Indian* being desirous of seeing *England*, he brought along with him, and the same Day bore away for *England*.

As the dispute which this Expedition occasioned, is mentioned more than once in the following Pages, and some of the principal Points therein stated and discussed, it is not all necessary, that we should trouble the Reader with them here. It may be sufficient to observe, that this Voyage did not answer its Intentions, as it left the Controversy just where it was; for as on the one hand no Passage was discovered, so the high Tide in the *Welcome* was on the other no way accounted for, since unknown Passages and frozen Straits were Things not to be admitted; or if they were, would remove the Difficulty but for a Moment; since we must next enquire whence the Tide came that rolled through these Passages; and as this Enquiry would bring us to a Cause demonstrably incapable of producing such an Effect, it is only carrying us into a new Walk in the same Labyrinth, instead of leading us out. In order to this, another Expedition was necessary; and another Expedition was undertaken; of this we shall presently give an Account. In the mean time, it may not be amiss to conclude this Part with a few Observations upon what has been delivered in it.

It is very evident from the Face of this History, that for upwards of two Centuries and a half, an Opinion has prevailed amongst the most knowing and experienced Persons, that there is a Passage to the North West; and this built partly upon Science, partly upon Tradition. By Science, I mean Reason and Experience; and by Tradition, such Accounts of this Passage as have been received upon uncertain Grounds; for if they had been certain, it would have been History. Now it is very hard to conceive how such an Opinion should maintain its Credit if it was not founded in Reality; for it is an old and a true Maxim, that specious Opinions endure but a short Time, whereas Truth is everlasting. In the next Place, it is evident, that *Frobisher*, *Davis*, *Hudson*, *Button*, and *Baffine* remained fully persuaded, notwithstanding their Disappointments, that such a Passage there was; and we cannot without manifest Injury to their Memories dispute that they were

were as competent Judges as any. It must however be allowed, that there have been some very wise Men that have differed from them in Opinion; such for Example, as Sir *William Monson*, Capt. *James* and Capt. *Middleton*; but as they have all given the World their Reasons for this, so it is a thing indisputable, that their Reasons have not proved satisfactory to Men of equal Judgments; and the plain Cause of this is, that most of the Facts from which they reasoned have been found upon Enquiry to be either uncertain or false; so that how justly soever they might argue from them, their Arguments cannot be allowed to be of much Weight. Lastly, we see from this historical Account, that no Passage is to be hoped for in *Davis's Straits*; and the Reasons that shew this, shew at the same Time that a Passage may be hoped for on the West Side of *Hudson's Bay*; and therefore there, and there only, it is to be fought, and that too within a Space so confined, that persisting for a very few Years to examine the several Inlets within that Space, the Secret must be disclosed.

It may very possibly be objected, that some of these Inlets which were most promising have been accordingly examined, and have proved either Rivers or Bays; and if those that in the Judgment of the Friends to this undertaking promised best, have upon Search failed their Expectation, why should they persist in their Notions and obstinately demand such an Examination of the rest? It is said, this Objection may be made; it might have been said, it has been made, and insisted upon as a thing decisive, which ought to satisfy disinterested and candid Judges.

BUT in answer to this, there are three Things to be considered; *first*, that the Friends to this Undertaking are in that respect so to the Nation. What they demand is for the Benefit of the Public, which it has been before most clearly shewn will be a much greater Gainer by the Discovery than they can hope to be from any Encouragements given, or Rewards which they may justly expect. In this light therefore, it is not their Cause, but that of the Nation; and whoever doubted that public Utility should take place of private Interest?

*SECONDLY*, if there is any Body of People that dislike these Searches, it must be for one of these two Reasons; either that they are convinced there is no such Passage, and therefore judge it unreasonable, because to no Purpose; or they know there is such a Passage, and are determined to hide it. The latter without doubt is no Reason at all; and the former is no better a Reason, unless we are inclined to take their Word for it, which is what they have no Cause to expect; and



and the less, because it is in their own Power to put this Matter absolutely out of Dispute in one Summer by making Discoveries over Land; and if they will not do this to serve the Publick, why should they think it reasonable to restrain those that have at least a good Will to serve it another Way? Besides, their opposing this is actually an Injury to themselves; for while these Inlets are unsearched, the Pretence of a Discovery will for ever hang over their Heads; whereas, if once searched, and no Passage found, the Controversy will be at an End, not for the present only, but for ever, at least with respect to this Point. For whether a Trade granted, and Countries bestowed upon an incorporated Body in trust for the finding a North West Passage for the common Benefit of the Subjects of this Nation, ought in Justice to remain to that Body, after it should appear that no such Passage could be found, is another Point? which, how much soever it may concern them, relates not to our present Subject; and therefore, here we shall leave it with this single Remark, that whoever considers what has been said attentively, will be able to resolve himself a Question, which has not been answered yet; and that is, how it can be the Interest of any Set of Men, that this Point should remain for ever in suspense, and the World hindered from clearing up the Doubt, whether there is, or is not a North West Passage?

*LASTLY*, though these Inlets have been searched without finding a Passage, yet this increases the Probability that there is a Passage, because it plainly heightens the Impossibility of finding a Body of Water capable of raising the Tide so high in these Rivers and Bays without supposing a Communication with another Ocean, and therefore these Disappointments ought to be so far from dissuading from all future Attempts, that they ought to encourage us not to desist from this Design, till, in Consequence of successive and well conducted Enquiries this North West Passage is found.

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# THE SECOND PART:

CONTAINING,

*A clear and circumstantial Account of the Last Expedition, by the DOBBS-GALLEY, and the CALIFORNIA, in 1746, and 1747.*

**T**HE great Expectation raised in the World, by the last Expedition, for the *Discovery* of a NORTH WEST Passage; the Consequence of the Thing in itself, to the Welfare and Glory of this Nation; and the Zeal expressed, for the Prosecution of the same Scheme, notwithstanding this Expedition failed of Success; afford Reasons sufficient to expect, that many will be desirous of seeing a fair and full Relation of all that therein happened. Some perhaps may be moved by their Attention to the Publick Service, and the Consideration of those Advantages, that are very rationally expected from this Discovery; others from Reasons of a more private Nature; such as the Knowledge they may have of the Undertakers and Proprietors, or those employed by them, in the Conduct of this Expedition; but perhaps, the greater Part, from that natural and laudable Curiosity which engages every sensible Man, to seek the best Information he can, in Reference to those Things, of which he holds it necessary, to enquire at all. To gratify their Expectations, to do Justice to all concerned, and, as far as in my Power lies, to set this Matter in it's true Light, I have commenced *Author*; with a sincere Design, to relate nothing but what I know, and, as far as I can, exactly as I know, without Favour or Affection, Prejudice or Prepossession, and without any other View, than that of contributing, by this *Public Information*, to the *Public Good*.

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But, previous to my Narration, it is absolutely necessary, that I should give the Reader some Account of the Means, by which it became in my power, to explain the whole of this matter, in so full and particular a Matter, as I have promised. At the Time the Expedition was undertaken, I was in *Italy*, and upon my Return to *England*, had no Information concerning it, till within four Days of the Time the Ship actually sailed; and then met with it by Accident at *Hertford*: But at the same Time was informed, that every thing was settled, all the Officers appointed, and little or no Reason to expect, that it would be possible for me, to have any Share in a Scheme the most agreeable to my Inclination that could be. The Concern I expressed upon this Occasion, and the Passion that I showed for an Opportunity of exerting myself in so glorious a Design, having reached the Ears of some of the principal Proprietors, they thought proper to send for and discourse with me upon the Subject; from whence I came to have a very clear and distinct Account of their whole Proceedings to this Time; the Substance of which, it is necessary that I should relate, as it will afford many Lights, highly requisite to the perfect Understanding of what is set down in the following Pages.

THE long and warm Dispute between *Arthur Dobbs*, Esq; and Captain *Middleton*, in reference to the *Voyage* made for the *Discovery* of a *North West Passage* into the *South Sea*, at the Instance of the former, and under the Direction of the latter, having brought the Matter to be very closely and thoroughly examined; the Consequence of this was, that the Arguments of Mr. *Dobbs*, in Support of such a Passage, appeared of such Weight, that many generous and public spirited Persons were inclined to give their Assistance, for the Prosecution of this Design; and so highly probable it was esteemed, that the *Legislature*, after mature Deliberation, condescended to encourage the Undertakers, by offering a Reward of *Twenty Thousand Pounds*, in case the Discovery was made. Things being thus far advanced, and a great Spirit appearing amongst those who were the best Judges of the Nature of the Undertaking, as well as the fittest to promote it, a *Subscription* was opened for the raising of *Ten Thousand Pounds*; which Sum it was thought would answer the necessary Expence of the intended Expedition, and it was proposed to divide the whole into a *Hundred Shares* of *One Hundred Pounds* each. The Scheme thus reduced into Method, met with a ready and cheerful Acceptance, and a *Committee* was named for carrying Things into Execution, by purchasing and equipping two Ships proper

proper for such a Design, and that with as much Dispatch as was practicable, that a Trial might be made; and in case of Success, the *British* Nation put as soon as possible, into the Possession of that valuable and extensive Commerce, which, it was demonstrated, must arise from the *Discovery* of this new *Passage*.

THE Ships bought by the *Committee*, were one of *One Hundred and Eighty Tons* Burthen, called the *DOBBS-GALLEY*; and the other of *One Hundred and Forty Tons*, which was called, the *CALIFORNIA*. Each of these Vessels was perfectly well repaired and strengthened, and in all Respects fitted as well as could be desired, for the Voyage on which it was intended they should proceed. They had also a sufficient Quantity of Provisions, military and naval Stores, with such Goods as were fit for Presents, to the Inhabitants of the Countries that might be discovered, put on board them in sufficient Quantity, and as good in their respective Kinds, as it was possible to procure. The Diligence used in equipping these Vessels was such, that the Care of the *Committee* outstript the coming in of the *Subscriptions*, so that they fell somewhat short of the necessary Supply; which was so far from either discouraging or abating their Endeavours, that, on the contrary, the Gentlemen composing that *Committee*, came to a full Resolution of not letting the Season pass, and therefore made up out of their own Pockets the Deficiency of the *Subscription*, towards defraying the Expence for the Outfit of this Voyage.

WHEN Things were in this Forwardness, it became absolutely necessary to think of fixing the Command; and accordingly that of the *Dobbs-Galley* was given to Mr. *William Moor*; and that of the *California* to Mr. *Francis Smith*. Application was likewise made to the *Lords* of the *Admiralty*, in Favour of the Officers and Seamen, which should engage in this Expedition; and as that Board had always shewn a particular Attention to, and given the utmost Encouragement for the Prosecution of this Design, when formerly applied to; so upon this Occasion, their Lordships granted Protections to all that should embark on board these Ships for *three Years*. That no possible Encouragement might be wanting to keep up the Spirits of the People, under the many Difficulties to which, from the very Nature of the Undertaking, they must inevitably be exposed, or Means left untried to quicken the Endeavours, for the Discovery of a *Passage*; besides the extraordinary Wages that were given, *Premiums* were settled in Case of Success, proportionable to the Rank of all the Persons on board. Thus the Captain was to have *Five Hundred Pounds*;

each of the Mates *Two Hundred Pounds*; and every other Officer and Seaman, a Reward suitable to his Station. Over and above all this, in Case they were so fortunate as to take any *Prizes*, they were to be entirely their own; so that it is not easy to conceive, how greater Encouragements could be given, or better Methods contrived than these, for securing the Prosperity of the Voyage.

It has been already observed, that the Gentlemen of the *North West Committee* took a very prudent as well as generous Method to avoid losing the Season; and that this might have it's full Effect, they were so assiduous about the Undertaking, that by the Beginning of *May*, every thing was in perfect Order, and the Ships ready to depart; and on the *tenth* of the same Month, they fell down the River to *Gravesend*, where the Captains were to receive their Instructions, and where these Vessels were actually lying when the first News of this Expedition, and the Preparations made for executing it, came to my Knowledge. It may be easily conceived, that tho' I heard all this with the utmost Satisfaction in one Respect, yet it gave me the most sensible Regret in another; from which, however, I was soon relieved, by an unexpected Proposal, not only of going the Voyage, but of having a Command. The former I willingly accepted; for the Novelty, the Profit, and above all the Honour attending this Expedition, filled me with the most eager Desire of having a Share in it; but the latter, tho' accustomed to a Sea-faring Life, I absolutely refused; as not having the Vanity to suppose myself, who, as yet, was without Experience of Northern Seas and Northern Climates, equal to so great a Trust.

It was then agreed that I should go the Voyage, in quality of *Agent* for the *Committee*, without being obliged to any Duty, or subject to any Command, but what was imposed upon me by their *Instructions*; the principal Articles of which were, that I should make exact Draughts of all the new-discovered Countries, the Bearings and Distances of Head-Lands; that I should mark the Soundings, Rocks, and Shoals upon the Coasts; assist in that material Business of determining the several Circumstances attending Tides, such as their Time, Height, Force, Direction, &c. as also to examine the Saltiness of the Water, to observe the Variation of the Compass, to take Notice of the different Natures of the Soil, and to collect, to the utmost of my Power, Metals, Minerals, and all kinds of natural Curiosities. The Reader will from hence discern how far it lies in my power to execute what I have undertaken, in publishing this Account, as well as how natural it

was

was for me to undertake it ; and he will judge of the Pain that our want of success gave me, I will not call it Disappointment, because my Hopes and Expectations are still the same they were : I say, he will the better judge of my Chagrin from the following Circumstance in my Behaviour ; that in eighteen Hours from the Time this Affair was mentioned, I was actually on board the Ships at *Gravesend*.

It is now Time that I should give you the Captains Instructions, which, as I have told you, they waited for, and received there, and which were conceived in the following Terms, viz.

INSTRUCTIONS for Captain William Moor, of the *Dobbs* Galley, and Captain Francis Smith, of the *California*, fitted out for the Discovery of a Passage to the Western and Southern Ocean of America, through Hudson's Straits.

‘ **Y**OU are to sail in Company, with the greatest dispatch, from the River of *Thames* to the Southward of *Cape Farewell* in *Groenland*, keeping clear of the Ice near that Cape, and then steer your Course to the Entrance of *Hudson's Strait*, betwixt *Resolution* and *Button's Isles* North-ward by the *Orkneys*.

‘ IN case of Separation, before you quit the *British Coast*, your first Place of Rendezvous shall be at *Cairstown* in the *Orkneys* or such other Place as the Convoy shall appoint ; but that Stop not to be above forty-eight Hours, in case Wind and Weather permit your proceeding upon your Voyage.

‘ THE second Rendezvous to be Eastward of *Resolution Isles*, in case the Ice be not separated enough to enter with Safety into the Straits ; but if the Passage be safe, then not to wait above a Day or two, unless it should happen about the Height of the Spring Tides, when it is not safe to enter, whilst the Tides are so rapid, but rather wait a few Days, until the Tides and Currents are slower. In your Passage through the Straits, keep nearest the North Shore, until you pass the *Savage Isles*, keeping within a reasonable Distance of each other, within hearing of your Guns or Bells, if possible, to assist each other, if any Accident happen in the Ice.

‘ IN case of any Separation in the Straits, let your next Rendezvous be at *Diggs Isle*, or at *Cary-swans-nest*, the first only waiting for the other two Days ; and if you should

not meet there, the first to leave a Pole, or Heap of Stones, erected near the most remarkable Head-Land, with a Letter, letting the other know you had passed, and when you failed from thence towards your next Rendezvous.

UPON making *Cary's-swans-nest*, if the Wind should be contrary, anchor for a Tide or two, and carefully observe the Direction, Velocity, Height, and Time of the Tide, in case you are together, but if the Wind be fair to make any Part of the *North West Coast*, from *Pistol-Bay* in  $62^{\circ}$ .  $30'$  to *Wager-Strait*, then fix your next Rendezvous as you shall agree upon it in Council, either at *Deer-Sound* in *Wager-strait*, if you push for that Passage, or at *Marble Island*, in case the Winds are more favourable, and the Sea clear of Ice: but whenever you fall in with Land, on that Coast, try the Direction and Time of the Tide; and in case of meeting the Flood from the Westward, and you should find a fair Opening free from Ice, then sail into it with Caution, keeping your Boat a-head, without delaying to make either *Wager-Strait* or *Pistol-Bay*.

BUT if you should first make *Wager-Strait*, and meet at your last Rendezvous at *Deer-Sound*, since none can be afterwards appointed; then sail directly to the Western Bluff *Rankin* was at, keeping in the main Channel, *North* of the Islands he passed, and there again carefully try the Direction, Height, and Time of the Tide; and if you find it earlier, or the Flood come from the Westward, or South Westward, then boldly push into the Opening, and follow it to whatsoever Westerly Point it leads, keeping carefully, if narrow, your Boats ahead sounding, observing the Tides, Depth, Saltness of the Water, Variation, noting in your Chart the Latitude of all Head-Lands, and taking the Bearings of the Land, and Appearance from your Ships, looking out for Coves or Harbours to shelter in, in case you should have foul Weather or contrary Winds.

IN case you meet the Flood Tide, and pass the narrow Part of *Wager-Strait*; upon getting into an open Sea, you may depend upon an open Passage, and boldly proceed South Westerly, or more Southerly or Westerly, as the Lands may lie, keeping the *American Land* in View to the Larboard; and in case afterwards of coming into any Opening, with Land in View on both Sides, then you must carefully observe the Tide, whether you meet it, or the Flood follows you in, that you may know whether you are embayed, or whether it be a Passage thro' broken Lands or Islands, and proceed accordingly, or return and keep more Wester-



ly. If you find a *South West* Tide of Flood, after passing as far as  $62^{\circ}$  North Latitude beyond *Wager-Strait*, then you may be sure you have passed the most Northerly Cape of the *North-West* Continent of *America*, and may boldly sail to any warm Latitude Southward of  $50^{\circ}$  to winter in, making careful Observation of Rocks, Shoals, &c. in your Passage, fixing the Latitudes of all Head-Lands in your Charts, and the computed Longitudes, according to the Parallel you are in.

IN case you should chuse to make Trial first at *Pissol-Bay*, or *Rankin's-Inlet*, near *Marble-Island*, and should there find a *West* or *North West* Tide, and the Opening continue Westerly, the same Instruction here given for your Observation in passing *Wager-Strait*, will be equally good to follow in that Opening, since both must coincide in  $62^{\circ}$ . for wherever, upon trying the Tide, you are convinced it flows from the *Westward*, and you find it earlier, you may depend on having an open and large Passage, as the Ocean cannot be far distant, to raise such great Tides on the *North West* of the Bay.

IF, after passing any of the Openings, you find a clear Sea, and no Obstruction, until you get to  $50^{\circ}$  North Latitude, then stay the *Winter* there, if it should overtake you before you get farther to the *Southward*; but if the Winds and Weather permit, sail as far to the *Southward* as  $40^{\circ}$  at least, which will be in a finer and warmer Climate for wintering, and at the same Time will compleat the Discovery; in this case, chuse a navigable River, or safe Cove or Harbour, if you apprehend no Danger from the Natives, and they appear to be humane and civilized; but in case of any Apprehension of Variance with them, which must be carefully avoided, then endeavour to winter in a safe Harbour in any fertile woody Island at a proper Distance from the Continent, where you may lie in safety from any Surprise from the Natives, yet still keeping as regular Watch, as in an Enemy's Country.

IN case you meet any Savages in passing *Hudson's Straits*, make no Stay to trade with them, but give them some trifling Presents, such as they esteem. After passing the Bay, in case you meet any *Eskimaux Indians* in the Openings, endeavour to gain their Friendship by presents; and in case they have any thing to trade, don't refuse it, but rather encrease their good Opinion of you, by giving them more for their Furs, &c. than is usually given by the Company, in such Goods as they chuse, so as to fix a Friendship with them for

the future ; but make no longer Stay there than is necessary to ascertain the Tides.

IF, upon passing those broken Lands on the North West of the Bay, you get more Southerly than 60°, and find other Nations of Savages more civilized than the *Eskimaux*, such as the Northern *Indians*, endeavour to gain their Friendship more effectually with Presents, and refuse not any casual Trade, in case you are forced into Harbour by bad Weather ; in such case give them to know, that in your return next Spring, you should be glad to meet and trade with them there, upon beneficial Terms to them, and enter into an Alliance, or Treaty of Friendship with them ; but by no means stop to trade whilst Wind and Weather permit you to proceed. In all such Parts as you shall stop at, if inhabited, take Possession of the Lands in the Name of his Majesty of *Great-Britain*, as first Possessor, erecting a Monument of Wood or Stone, with an Inscription upon it, giving a Name to each Harbour, River, Head-land, or Island, you come to.

BUT if you should meet with any civilized fixed Inhabitants, avoid giving them Umbrage by taking Possession, unless, upon your Return, they should give you a Possession of Lands by Consent, to induce you to fix a future Trade there. Take none of the Natives on board by Force, to bring home ; but if they should offer themselves voluntarily, in Exchange for any who may be sent from hence to be left in the Country, to become Interpreters hereafter, and to preserve their Friendship, don't refuse to bring them to *England*. In case of your leaving any in the Country, they must be allowed such Trifles as may ingratiate them to the Natives ; and such Seeds or Roots of Grain, Pulse, Garden-stuff, or Trees, as are not to be found in those Parts ; allowing them also Paper, Pens, and Ink, to make Observations on the Climate, Trade, &c. of the Country.

AFTER passing thro' the broken Lands, if black Whales are still seen, and in *August*, or *September*, are directing their Course South-westerly, that would be a farther Demonstration of a navigable Passage to the Western Ocean, to which they are then directing their Course.

IN case you proceed successfully Southward, from 50° towards 50° and touch at any Port or River, where there are civilized Inhabitants, who reside in Towns and Villages, and do not lead an erratic Life, you must act with great Caution and Prudence, giving no Cause of Offence ; and if they appear friendly, and desire Friendship, cultivate it by Presents,



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'sents, without putting yourselves in their Power; but if  
'they appear in an hostile Manner, don't attempt to land,  
'but avoid the Coast, yet without shewing any sign of Fear;  
'and in case they should offer to attack you, endeavour first  
'to terrify them with your great Guns, before you attempt  
'to kill any, which you must only do in case you are forced  
'to it in your own Defence, and then avoid the Coast, until  
'you get farther to the Southward, among more friendly  
'Indians.

'IN case you should come to numerous Nations, used  
'to trade in Ships of Burthen, or Force, and that they in-  
'cline to be Enemies, avoid the Coast, in case you have an  
'open Sea; but if you should be engaged among Islands in  
'which you might find Difficulty to avoid them, or to pro-  
'ceed so far as to perfect the Discovery, then, if it be not  
'too late in the Season, return with such account, which  
'will be sufficient to prove that you traded in another Ocean  
'different from ours; lest by wintering among them, any Ac-  
'cident should happen to prevent your Return.

'BUT in case you should have proceeded Southward so  
'far as to Winter in a warm Country, then find out some  
'Island, not frequented by the Natives of the Continent,  
'to winter in, and secure your Ships; which if it be a woody  
'fertile Island in Spring, by way of keeping the Men in Ex-  
'ercise, clean a Piece of Ground for a Garden, and sow  
'such Seeds of Grain, Pulse, or Trees, as you may carry  
'from hence, for the Use of the Natives, if any be there,  
'or such who hereafter may go there from *England*; leaving  
'tame Fowl, Pigs, &c. if any be on board; and carefully  
'observe such different kinds of Trees and Plants, as are un-  
'known here, or different from ours in *Europe*. In case you  
'should winter on the West Coast of *America*, short of *Cape*  
'*Blanco*, in Lat. 42°. North, early in Spring, in *March*,  
'after the Equinox, when Wind and Weather is seasonable,  
'proceed in the Discovery, until you get to the Southward of  
'40°, which will compleat it; and upon your Return to the  
'North-Eastward, as Summer advances, make easy Sail,  
'and observe the whole Coast on the North West of *Ameri-*  
'*ca*; making careful Observations of all the Rivers, Bays,  
'Head-Lands, &c. making Charts, drawing the Bearings of  
'the Lands, and Views from the Ships; with the Tides,  
'Soundings, and Variation of the Compass; making Al-  
'liances with the Natives, and fixing a Commerce with them  
'upon profitable Terms to *Britain*, and equitable to them,  
'according to their Value and Esteem for our Goods or Ma-  
nufactures;

nufactures; this will fully employ the Months of *April*, *May*, and *June*, so as to get to 62° by the latter End of *July*, and thence repass the Bay and Strait the Beginning of *August*. In case the Ships should separate after your last Rendezvous near *Deer Sound*, or *Marble Island*, after passing thro' the Openings to Westward, let each, independently, endeavour to make out the Passage, without waiting for the other, and appoint their next Rendezvous at any Island or Harbour nearest to 40° on the Back of *California*; and in case either should Winter short of that, and more Northerly than 54°, then endeavour to hire some *Indians* to cross the Country to *Churchill River*, or *York Fort*, or *Nelson's River*, with Letters directed to the Lords of the Admiralty, and to the Secretary of the North West Committee, giving an Abstract of your Discoveries 'till that Time, with a Promise of a sufficient Reward to any of the Sailors who will accompany them, and carry them in the Company's Ship to *England*, to prevent their being stifled at the Factory, in case any Misfortune should happen to prevent the Ship's Return next Season. In case, by any Accident, or unforeseen Difficulty, the Ships should not be able to sail beyond or Westward of *Pistol-Bay*, or *Wager-Strait*, so as to get no farther South than Lat. 58° or 60° North; or, upon Trial, find no opening or Passage thro' those broken Lands or Islands, to Westward, or to South Westward, and should not meet, after passing these broken Lands, any Tide of Flood coming from the Westward; then, after Trial made, and full Proof of it to the Satisfaction of the Council, or the major Part of them, then you are forthwith to return to *London*, without Wintering in any part of the Bay, in order to prevent unnecessary Expences to the Adventurers. If you meet any of the *Eskimaux*, or Northern *Indians*, after passing *Wager-Straits*, or *Pistol-Bay*, make particular Enquiry, by Signs, if they know whereabouts the Copper Mine is; and in case you should perfect the Discovery of the Passage, and winter there, upon your Return in *July*, when you are near 60°, make a more strict Enquiry and Search, and if you find it, bring home some of the Ore, to be melted and assayed here.

THE Council, in all Difficulties where Doubts may arise upon the most prudent method of proceeding to make out the Discovery, is to consist of the Captains, Mr. *Henry Ellis*, the Surgeons and Mates of each in one Council, when they can meet; and if separated, then the said Officers of each Ship, in which the Majority, are to determine

it,

' it. And if any material Difference should happen, relating  
' to the Prosecution of the Discovery, the Minority may  
' sign the Reasons for their Difference of Opinion, to justify  
' them in their Dissent.

' You are desired to keep regular Minutes of all your Con-  
' sultations, which shall be signed by three or more of the Coun-  
' cil before they break up: And that you keep fair Copies  
' of all your Proceedings, which, at the return of your  
' Voyage (or sooner, if you have an Opportunity by the  
' *Hudson's-Bay* Ships) shall be sealed up by three of the  
' Council, and transmitted by Post to Mr. *Samuel Smith*, Se-  
' cretary to the Committee, in *Cateaton-Street*, upon your  
' Arrival in any Part of *Great-Britain* or *Ireland*.

THESE Instructions I have given at large, that the Reader  
might have an Opportunity of seeing, not only how well they  
were calculated, to answer the Design of regulating the Con-  
duct of these Commanders, in this particular Voyage; but  
how clear also they point out the Nature of the Expedi-  
tion, and the Means of accomplishing it; as well as the  
sincere Intentions, of those who contrived them, to exe-  
cute in the most effectual Manner, what had been so well  
and so wisely concerted, for the Public Benefit.

BUT it is now Time to resume the Thread of our Nar-  
ration,

THE Ships fitted out for this Expedition, fell down from  
*Gravesend* to the *Hope*, on the 20th of *May*, 1746; and  
lay there till the 24th of the same Month, but in the mean  
Time the Vessels in the Service of the *Hudson's-Bay* Company,  
and his Majesty's Ship the *Loo* of forty Guns, intended for  
our Convoy, were sailed from the *Nore*; upon Advice of  
which, the Ships bound for the Discovery followed them,  
with all possible Diligence, in Hopes of joining them at *Yar-*  
*mouth*; and accordingly came up with them in *Houfeley-Bay*,  
where we received our Instructions from the Convoy. Up-  
on the 27th we anchored in *Yarmouth* Road, the *California*  
having received some little Damage in her Passage, staid to  
refit till the 31st, when the Commodore made a signal to  
weigh, which was done accordingly, in Company with the  
four Ships for *Hudson's-Bay*, and some others bound for the  
Northward and Westward.

THE 1st of *June* we passed by *Scarborough*, and the 2d an-  
chored a-breast of *Timmouth* Castle; here our chief Mate left  
us, or rather we left him, for he went ashore, and in the  
mean

mean Time the Convoy weighed, we made Signals, and fired Guns, for his coming off, but to no Purpose, so we failed without him. The 5th we fell in with two *Dutch Men of War*, which saluted the *Loo* and she as usual returned the Compliment. It being very tempestuous, and having contrary Winds, on the 6th, the Man of War and Fleet bore away for *Ham-Shund*, in the Isles of *Orkney*, and anchored in *Kirkwall-Bay* that Evening, and the next Morning at *Carston* in the Island of *Pomona*, where we found the *Shark Sloop*, Captain *Middleton*, and the *California* at Anchor; from the latter of which we had separated the Night before we entered *Ham-Shund*. Here we recruited ourselves with Water, fresh Provisions, and what other Necessaries we had Occasion for.

THE 12th, Captain *Middleton* (now appointed our Convoy, by Commodore *Smith*, upon his Arrival at *Carston*) made a Signal to weigh. All things being prepared, and the Wind fair, the Fleet got under Sail, and were clear of the Isle that Evening. The 15th we passed the Isles to the Westward of *Hoyhead*, called *Roan* and *Burra*, from whence we took our Departure. The 17th, being about 60 Leagues to the Westward of those Isles, the Convoy after receiving and answering the Salutes of the *Hudson's-Bay* Ships, and ours, left us to prosecute our Voyage, and returned to the *Orkneys*.

ON the 18th, we lost Company with the *Hudson's-Bay* Ships, which were the last we saw for that Year. The *California* and we being now left by ourselves, Signals were composed and agreed on, for the better keeping Company; and proved, in the Course of the Voyage, very useful in that Respect. There was nothing occurred but the common Circumstances of the Winds and Weather, till the 21st at Night, when a terrible Fire broke out in the great Cabin of the *Dobbs*, and quickly made it's Progress to the Powder-Room, which was directly underneath it, and where there were no less than thirty or forty Barrels of Powder, besides Candles, Spirits, Matches, and all manner of Combustibles. It is impossible to express the Confusion and Consternation this Accident occasioned: The dangerous Place the Fire was in, gave every one on Board the greatest Reason to expect, that Moment, or the next at most, was their last. You might hear on this Occasion, all the Varieties of Sea-Eloquence; Cries, Prayers, Curfews, and scolding, mingled together; yet this did not prevent proper Measures being taken to save the Ship, and our Lives. Water in great Abundance was passed along, and properly applied, and all other Methods used by those, who in spite of these Disturbances, still preserved their Reason. But as for the Crew in general,

general, their Apprehensions suggested to them a Variety of Expedients, which without weighing or considering, they one Moment endeavoured to execute, and the next abandoned through Distraction or Despair. Some were for hoisting out the Boats; accordingly the Lashings were cut for that Purpose, but none had Patience sufficient to join and hoist them out; others were for setting more Sail, to come up with the *California*, at this Time, at a great Distance a-head, that if any should be alive after the Ship's being blown up, they might have a Chance of saving themselves aboard of her. Though this was very chimerical, considering our Condition, the Reefs were turned out of the Topfalls, which with great Difficulty were properly set. In the midst of all this Hurry, the Man at the Helm, reflecting on his Situation, and thinking it more dreadful than any other Persons, having the Fire and Powder immediately under him, was quite distracted and thoughtless of his Charge: so that Imagination cannot paint a wilder Scene, than was now exhibited a-board of us.

THE Ship was now Head to Wind, and the Sails shaking and making a Noise like Thunder; then running right before it, and rolling, every Body upon Deck waiting, and that too with a kind of Impatience, for the Blast, that must have put an End to our Fears and Uncertainties. At length the Fire was happily extinguished, and with it our Perplexities. There is certainly no one Thing a-board a Ship that requires so much Attention, as the Care required to prevent Fire, as we had like fatally to have experienced, and as many feel daily. This Accident happened through the Negligence of the Cabin-Boy, who was left to take Care of the Candle; the Captain and Officers being on Deck, he forgot it, and the Consequence was what I have related. Hence, till the 27th, nothing happened remarkable. We then fell in with great Quantities of low Ice, in Lat.  $58^{\circ} 30'$ . to the Eastward of Cape Farewell in *Groenland*, where having also very foggy Weather, we had like to have lost Company with the *California*; but we luckily rejoined her, when the Weather grew fair, and both Ships standing to the Southward, soon got clear of the Ice.

WE failed for sometime after this, thro' Abundance of Drift-Wood, that is, Pieces of pretty large Timber floating at Sea; a Thing which, as we cannot avoid observing, so with a reasonable Proportion of Seriousness in a Man's Temper, it is impossible to observe, without falling into a long Train of Reflection; because no satisfactory Account has been hitherto given, from whence this Drift-Wood should come. All the Accounts we have of *Groenland*, of the Coasts of

Davis's



*Davis's*, and of *Hudson's Straits*, however they differ in other Things, agree in this ; that no Timber grows to the Size of this Drift-Wood, in any of those Parts, and therefore it has been judged, that wherever it came from, it could not be from any of them. Some have persuaded themselves, that it must be driven hither from *Norway* ; and others from the East Coast of *Terra de Labrador*, in *North America* ; but I must own neither of these Accounts appears probable to me ; for as the North Westerly Winds prevail much in these Parts, they would prevent its coming from *Norway* ; as on the other Hand, the strong Currents setting out of *Davis* and *Hudson's Straits*, Southward, must hinder it's Passage from the Coast of *America* into these Seas.

THE Relation of the Reverend Mr. *Egede*, who resided several Years at the *Danish Colony*, on the West Side of *Groenland*, seems to afford us an Account, of all others, the least liable to Exception ; which is this : He says, that on the East Coast of that Country, he has seen Birch, Elm, and other Kinds of Trees, eighteen Feet high, and as thick as his Leg, in the Latitude of  $61^{\circ}$ , from whence I infer it must come from thence. He farther observes, that in *Norway*, as well as *Groenland*, the East Coast, is warmer than the West, and, consequently, Things grow there in a more kindly manner, and to a larger Size ; so that 'till something more probable is offered upon this Subject, we must be content to allow, this Drift-Wood comes from *Groenland*.

ON the 5th of *July* we began to fall in with those Mountains of Ice which are always met with near *Hudson's Straits*. This mountainous Ice is of a prodigious Size ; and if I should say, that we sometimes find it five or six Hundred Yards thick, I am thoroughly satisfied that I should not exceed the Truth. But tho' the Fact might be easily put out of Question, by citing a Multitude of Authorities, yet this will not in the least contribute to solve the Difficulty of conceiving how these stupendous Mountains are generated, but rather the contrary. Various Attempts, however, have been made to get over this Question, and amongst the rest, Captain *Middleton* has endeavoured to explain the Thing thus.

' ALL along the Coast (says he) of *Baffin's-Bay*, *Hudson's-Straits*, &c. the Land is very high and bold, and a Hundred Fathoms or more close to the Shore. These Shores have many Inlets or Firths, the Cavities of which are full of Ice and Snow, by the almost perpetual Winter there, and frozen to the Ground ; encreasing for four, five, or seven Years,

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'till a kind of Deluge or Land-flood, which commonly hap- pens in that Space of Time throughout those Parts, breaks them loose, and launches them into the Straits or Ocean, where they are driven about by the variable Winds and Currents, in the Months of *June*, *July*, and *August*, rather encreasing than diminishing in Bulk, being surrounded, except in four or five Points of the Compass, with small Ice for many Hundred Leagues, and Land covered all the Year with Snow, the Weather being extream cold, for the most Part, in those Summer Months: the smaller Ice, that almost fills the Straits and Bays, and covers many Leagues out into the Ocean along the Coast, is from four to ten Fathoms thick, and chills the Air to that Degree, that there is a constant Increase to the large Isles, by the Sea's washing against them, and the perpetual wet Fogs, like small Rain, freezing as they settle upon the Ice, and their being so deeply immersed under Water, and such a small Part above, prevents the Winds having much Power to move them; for tho' it blows from the North-West Quarter near nine Months in twelve, and consequently those Isles are driven towards a warmer Climate, yet the progressive Motion is so slow, that it must take up many Years before they can get five or six hundred Leagues to the Southward. I am of Opinion, some hundred Years are required; for they cannot, I think, dissolve before they come between the 50th and 40th Degree of Latitude, where the Heat of the Sun consuming the upper Parts, they lighten and waste in Time.'

ON the other Hand, Mr. *Egede*, whom I have mentioned before, very positively asserts, that the Ice, with which the Sea is almost choaked, and which, as he affirms, raises Mountains of an astonishing Bigness, lying as deep under as they rise in Height above the Water, are, nevertheless, Pieces of the Ice-Mountains on the Land, which standing near the Sea, and bursting, tumble down into it, and so are carried off. It is apparent that he gives this not from Conjecture, or Hearsay, but from his own Knowledge; and therefore I am inclined to believe, that the best Solution of this Question, How these Ice-Mountains are produced? may be obtained by joining both the foregoing Accounts together. In short, I take their Origin to be as Mr. *Egede* describes it; but then I am persuaded, that the Accumulation of Matter, necessary to swell them to so vast a Bulk, happens as Captain *Middleton* describes it: For I cannot but believe, that at their first falling into the Sea, they must be of a very large Size, perhaps, half the Bigness they arrive at afterwards; and I am for admitting

Mr.



Mr. *Egede's* Account of their bursting from the Land, because of the prodigious Force that such a Deluge, or Land Flood, as is mentioned by Capt. *Middleton*, must have to drive these Mountains out to Sea. This Deluge, to say the Truth, I take to be a Fact advanced without Proof, for the Thaws in these Parts are not sudden and violent, but, on the contrary, very gentle and gradual; for when the Sun is in the Day-time at the highest, the Ice and Snow melt; but in the Night-time when the Sun is lowest, they freeze again; so that the Dissolution or Consumption of them is but very slow. Agreeable to this way of reasoning, we find the Southern Factories in *Hudson's Bay*, are troubled with these Deluges or Land Floods, from which they are free in the North, for the Causes that have been already assigned. I am the more confirmed in my Belief, that thus the thing really happens, by the Observations I have made of the Difference between the low Ice and the Ice-Mountains, the latter being less solid, and of a lighter Colour than the former. But enough has been said on this Head; and therefore we will now resume the History of the Voyage.

UPON the 8th of July, we made the Islands of *Resolution*, at the Distance of about half a Mile. It was owing to the Fogginess of the Weather, that we did not see them sooner, and it was happy for us that it cleared as it did; for had those Fogs continued but a little longer, it is highly probable we had gone a-shore, and our Vessels broke to pieces upon the Rocks. As it was we did not get clear but with very great Difficulty, for the Wind falling, and the Sea tumbling in on the Shore, we were forced to have recourse to the Ship's Oars, and by the help of these, and the Boats towing a-head, we made shift to deliver ourselves from this Danger; and in our Passage from thence to the upper *Savage* Islands, met with very little Ice to obstruct us.

AT these Islands, there came on board us three large and twenty-six small Canoes, full of *Eskimaux Indians*, whose Business was to trade. The Commodities they brought, were Whale-bone and Seal Skins, in exchange for which we gave them Hatchets, Saws, Gimblets, &c. Their Stock was not great, but we made a considerable Profit by our Dealings with them. On the other hand, they thought themselves so well used, that they were desirous of continuing their Traffick as long as possible; in order to which, when they had disposed of all their Goods, both Men and Women were very eager in stripping themselves almost naked, that they might sell their Clothes, which they did for Knives, Pieces of Iron, and such like.

like. We observed an odd Custom they had, which was that of licking every thing they bought before they put it into their Canoes. A more particular Description of these People may possibly prove entertaining to the Reader, and as it cannot come in any where with greater Propriety, I shall give it here, as succinctly and exactly as I can. These People are of a middle Size, robust, and inclinable to be fat, their Heads are large, Faces round and flat, their Complexions swarthy, Eyes black, small and sparkling, Noses flat, Lips big, Hair black and lank, Shoulders broad, Limbs proportionable, but Feet extraordinary small. Their Behaviour is cheerful and sprightly; but they seem to be very subtle, designing, cunning and deceitful, great Flatterers, much addicted to pilfer from Strangers, easily encouraged to a degree of Boldness, but as easily frightened.

THEY are extremely, I might say, obstinately attached to their own Customs and Manner of living. Some of them, who have been taken Prisoners by the Southern Indians, when they were Boys and brought to the Factories, and there kept for several Years, have still regretted their Absence from their native Country. One of these, after having been fed on *English* Diet, being present when one of the *Englishmen* was cutting up a Seal, from whence the Train Oil ran very plentifully, licked up what he could save with his Hands, and said, *Ah! commend me to my own dear Country, where I could get my Belly full of this.* It would be no difficult matter to civilize them, if their Trade was worth the Labour, which at present is but inconsiderable; though it might be greatly increased, if they were encouraged, and supplied with proper Instruments for taking Whales, Seals, &c. They are very dextrous in the Management of their Canoes, which are of a Construction very suitable to their Occasions, easy of Carriage, and of very quick Motion; their Frames are made of Wood or Whalebone, very slender, and covered with Seal-Skin-Parchment all over, a Hole in the middle excepted, which has a Rim of Whalebone or Wood round about it to prevent the Water coming down off the Deck, and affords only room for one Man to sit in, his Feet stretched forward, and sometimes a Skin laced about his Waist from the Rim before-mentioned, which effectually shuts out all Water. The Seams they rub with a kind of Pitch or Glue, which is said to be made of Seals Blubber; in these Boats they carry their little Conveniences and Instruments for killing Whales, Sea-Horses, Sea-Unicorns, Seals, &c. at all which they are very expert; they likewise carry Slings and Stones in their Canoes, which

which they use very dextrously, and can do Execution at a great Distance. Their Harpoons are headed and pointed with Sea-Horse Teeth, the upper End serves to spear the Whale, or other large Animals, when they are struck, the more readily to dispatch them; the lower End is made use of to strike the Fish, and introduce into his Body a Barb tipped with Iron, which remains there whilst the other part of the Harpoon disengages itself readily and comes out. To this Barb is fastened a Thong of Sea-Horse-Hide, at the end of which is a Seal Skin blown up, which serves as a Buoy to shew where the Whale is when he goes down, and prodigiously fatigues him as he swims. At last having entirely exhausted his Force, he grows faint, and with some small struggle he expires. They then with their Canoes tow him ashore, strip him of his Fat or Blubber, which serves them for Food, and to burn in their Lamps in the Winter.

BESIDES these small Canoes for the Men, which are sharp at each End, about twenty Feet long, and eighteen Inches or two Foot broad, paddled by one Paddle, broad at each End, which serves both Sides without changing it; they have Boats much larger, that are open, and rowed by the Women; these are made of the same Materials as the former, and will carry above twenty Persons.

As to the Drefs of these People, there may much be said, and that too not unentertaining, however, I shall be very concise. The Mens Clothes are of Seal Skins, Deer Skins, and sometimes also are made of the Skins of Land and Sea Fowl sewed together; each of their Coats has a Hood like that of a Capuchin, is close from the Breast before like a Shirt, and reaches not lower than the middle of the Thigh; their Breeches are close before and behind, gathered like a Purse with a String, and tied about their Waists; they have several Pair of Boots and Socks, that they wear one over another to keep them warm, and which keep out the Water. The Difference between the Drefs of the Men and the Women is, that the Women have a Train to their Jackets, that reaches down to their Heels. Their Hoods are also larger and wider at the Shoulders, for the sake of carrying their Children in them more conveniently on their Backs, and their Boots are a great deal wider, and are commonly stuck out with Sticks of Whalebone, because when they want to lay their Child out of their Arms, they slip it into one of their Boots, till they can take it up again. Some few of them wear Shifts of Seals Bladders sewed together in pretty near the same Form with those in *Europe*. In general their Clothes are sewed very neat, which

which is performed with an Ivory Needle, and the Sinews of Deer split fine, and so used for Thread. There is likewise a good deal of Taste and Judgment discovered in the manner in which they adorn them with Stripes of different coloured Skins, sewed in the manner of Borders, Cuffs and Robings for their Clothes, which altogether look very tight, neat, and even elegant, or at least handsome as well as convenient.

If their Clothes and other Necessaries are well contrived, their Snow-Eyes, as they very properly call them, are no less so. These are Bits of Wood or Ivory, neatly formed to cover the Organs of Sight, and tied at the Back of the Head: In each Piece of Wood are two Slits, of the same Length with the Eyes, but narrow; thro' which they see very distinctly, and without feeling any Inconvenience. This Invention prevents Snow-Blindness, a very grievous and painful Distemper, occasioned by the Action of the Light, strongly reflected from the Snow upon the Eyes, more especially in the Spring, when the Sun is pretty high. The Use of these strengthens the Sight prodigiously, and becomes so habitual, that when they would observe any Object at a great Distance, they commonly look through them, as we do through Telescopes.

THE same Spirit of Invention shews itself full as much, or rather more, in their Instruments for Fishing and Fowling: Their Darts and Harpoons are very well made, and answer their Intentions perfectly well; but their greatest Ingenuity is shewn in the Structure of their Bows, made commonly of three Pieces of Wood, each making a Part of the same Arch, very nicely and exactly joined together. They are commonly of Fir, or Larch, which the *English* there call Juniper; and as this wants Strength and Elasticity, they supply both by bracing the Back of the Bow, with a kind of Thread or Line made of the Sinews of their Deer, and the Bow-String of the same Material. To make them draw more stily, they dip them into Water, which causes both the Back of the Bow and the String to contract, and consequently gives it the greater Force; and as they practise from their Youth, they shoot with very great Dexterity. Thus much I can report of these People from my own Knowledge; and I shall next add a few Particulars from the best Information I could obtain.

THE very Orthography of the Word *Eskimaux* plainly proves it an *Indian* Appellative, with a *French* Termination; and we are told by a celebrated Writer of that Country, that it is derived from the Words *Abenagui Esquimanfic*, which is as much as to say, *An eater of raw Flesh*; and indeed this seems to

be a very rational Etymology; for so far as it is hitherto known, the *Eskimaux* are the only Nation that eat Animal Food absolutely raw. It is from hence, from the Whiteness of their Skin, and from their having Beards, which no *Indians* have, that they are believed to be the same People with the *Groenlanders*; nor is this at all improbable, when we consider the Narrowness of *Davis's* Streights, and that kind of vagabond Life to which this whole Nation are addicted. The Character generally given of them is none of the best; for we find them represented by Travellers of all Nations, as cunning, thievish, treacherous, cruel, fawning, and suspicious. But if they really descended from the *Groenlanders*, we may possibly, when we come to know them better, consider them in another Light. For the *Danes*, settled in that Country, have observed of its Inhabitants, that tho' they have a strong Tincture of all these Vices, yet the bad Effects of them are felt only by Foreigners, and amongst themselves they are strictly honest, chaste, temperate, and full of Compassion; but believing the rest of Mankind to be of another Race, and for that Reason naturally Enemies to them, they confine all their social Virtues to their own Nation, and look upon the rest of the World not as Strangers only, but Enemies. It may be when we come to have a constant Commerce with the *Eskimaux*, they may abate of their Barbarity, since the *Groenlanders* are now so well reconciled to the *Danes*, that are settled in their Country, as to leave off pilfering and stealing from them; and many other bad Customs, for which, in former Times, they were infamous. These Observations may suffice with respect to the *Eskimaux*; and therefore we will now resume the Journal of our Voyage.

THE 13th of July we fell in with Abundance of low Ice, from five to ten Fathoms thick, through which we sailed with much Caution, and without much Danger or Difficulty, except where the Pieces were very thick and close. Whenever this happens to be the Case, it is very dangerous to drive against a large Piece, especially with great Force; for it is the same as a Rock, if it is not broke by the Shock; and this is the Reason all the Ships frequenting icy Seas are made very strong and thick in Timber, more especially about the Bows; and all this is found little enough too, there being frequent Instances on the Coast of *Groenland*, and in *Davis's* Straits of Ships being stove by it.

Mr. Cotes, who was a Commander in the *Hudson's-Bay* Company's Service, has lost two Ships, one by running against a Piece of Ice in the Night, off *Cape Farewell*, by which

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Stroke the Ship foundered; and another in *Hudson's Straits*, where two large Pieces of Ice, by strong Tides setting different Ways, were driven together with great Force; the Ship being between them, was so squeezed together, that she sunk as soon as the Ice separated; but very fortunately in both Accidents, the Men were saved by another of the *Hudson's-Bay* Ships, for they always keep Company on the outyard-bound Passage. It is also related, on credible Evidence, that one of the Company's Sloops going between *York-Fort* and *Churchill*, was in like manner caught betwixt two Pieces of Ice, and upon their meeting she was raised quite out of the Water, and left dry upon one of them; but she receiving no Damage by that strange Accident, when the Ice opened, the People launched her, and proceeded on their Voyage.

It is very easy to discover our Approach towards such Ice, for the Air immediately changes its Temperature, from warm to cold; besides thick Fogs generally accompany it; but these lie low upon the Surface, often not so high as the Ship's Masts Head; so that it has sometimes happened that the *Eskimaux* have walked from the Land to the Ships upon the Ice, before those aboard had discovered it. It is common to see the Ice thrown above the Horizon, at least  $6^{\circ}$ ; so that you will defy it at a much greater Distance than if the refractive Power of the Air was not so great.

THE 17th the Ice being very thick about us, we made fast to a very large Piece of it, with several Ice Anchors and Ropes. It is requisite in such Cases to make Choice of the largest Piece that can be found for this Purpose, because having more hold of the Water, it is less affected by Winds and Currents (which generally run on the Surface) so that all the small Ice is drove from about us in Time, and we are left at liberty to proceed. Here we unhung our Rudder, which traversed very stiffly, and made it go easier; and the Crew of the *California*, as well as we in the *Dobbs* Galley, filled our empty Casks with fresh Water out of the Ponds that are commonly found upon the Ice. The 18th we had a good deal of Lightning and Thunder, which, however does not frequently happen here; and may not the Reason of this be, that the *Aurora Borealis*, that is common both in Winter and Summer, kindles and disperses those sulphurous Vapours that would otherwise produce Lightning and Thunder? We now found the little Pools of Water on the Ice froze over almost every Night, especially if the Wind was Northerly.

THE 19th the great Piece of Ice we were fast to, separated in several Places, and dispersed; upon which we made

fast to another; but the Ice quickly opening, we got under an easy Sail, and stood through vast Quantities of it till towards Evening, when we grappelled again, the Island of *Cape Charles* in View, distant about seven Leagues to the Southward: In this Manner we continued much incommoded with Ice, which would be tedious to recite in a particular Manner, now making fast, then casting loose, traversing and sailing through it until the 30th, when we got into clear Water, abreast of the Island of *Salisbury*, almost at the West Entrance of *Hudson's Straits*. If I was to give any Directions for avoiding the thickest of the Ice in these *Straits*, it would be to keep pretty near the North Shore, for we always observed that Side much the clearest, as not only the Winds blow mostly from thence, but Currents too come out of most of those large Openings which are on that Side.

THE 2d of *August* we doubled *Cape Diggs*, and on the 4th passed the Island of *Mansel*. Between this and *Cape Southampton* we found a dead Whale floating, in which was an *Esquimaux* Barb, with a Thong of Sea-Horse Hide fast to it; it had been killed some Time by those People, and was a good deal decayed, Part of the Bone was fallen off, but the Remainder we saved, as also two Casks of Blubber, and then left it.

THE 11th we made the Land on the West Side the *Welcome*, in Latitude  $64^{\circ}$  North; as it was then late in the Afternoon, and we at a considerable Distance, the Captain thought it not prudent to send the Boat from the Ships to make any Trial there, but deferred it in hopes of doing it next Day; in the mean Time it began to blow very hard Southerly, so that it became necessary to stand off Shore, for Fear we should be embayed; the Gale continued the 12th, but shifted to the Northward, so that we could not get in with that Part of the Coast we left. *Marble Island* was the next Place we saw on the 19th: There the Long-Boats of each Ship were sent commanded by the chief Mates, with whom I went; our Business was to procure a Knowledge of the Time, Direction, Velocity, and Height of the Tides, and to observe every other Circumstance that might furnish any Lights towards the Discovery of a Passage, which was executed, and a Report made to the Council, on our Return, upon the 16th, importing, that we saw several considerable Openings to the Westward of this Island; that the Flood Tide came from the North East, the Course of the Current; that it was High Water there at Four o'Clock, full and Change of the Moon, and rose about ten Feet. Nothing farther was done this Sea-

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son towards a Discovery; but a Resolution was agreed to, by the Majority of the Council, to bear away for a Place, proper for our Winter Quarters; the Purport of which Resolution, was to the following Effect, *viz.*

‘ THAT whereas the Season was far advanced, Winds contrary, and unfavourable for a further Search of the broken Lands to the Westward of *Marble Island*, and the Certainty of a Passage being yet undetermined, it was thought proper to Winter in some Part of *Hudson’s Bay*, in hopes of a more favourable Opportunity the succeeding Season to prosecute the Discovery. Port *Nelson* was fixed on for this Purpose, as being preferable to any other Place, it being clear of Ice the soonest, abounding with Wood, Venison, and other Game, necessary for the Preservation of the People, &c.’ which Act of Council was signed, and the Ships bore away accordingly, upon the 17th, for their Winter Quarters.

BEFORE we absolutely leave this Island, I shall venture to give a succinct Description of it, as it appeared to me. The Center of it lies in Latitude 62° 55’ North, Longitude 92° 00 West from *London*; its greatest Length from East to West six Leagues, its Breadth two or three Miles. High at the West End, and low at the East, the Land is one continued Rock, of an hard and white kind of Marble, tho’ interspersed in some Places with Spots of different coloured Stone, as green, blue, and black. The Tops of the Hills are prodigiously rent and shattered, Numbers of huge Rocks are confusedly huddled together, as if by an Irruption: for under them are deep Caverns, where one may hear a great Noise, as of considerable Streams rolling over Rocks. By the Water that oozed out of the Clefts of the Rocks in many Places, I imagined there might be Copper, or other Mines; for in one Place it was of a green Colour, tasting like Verdigrease; in another perfectly red, and dyeing the Stones, over and through which it passed, of the same Hue. In the Vallies was a shallow Soil of Turf, but very little Herbage, and several Pools of fresh Water, in which were Swans, Ducks, &c. and hard by some Deer grazing, which come from the Main, lying about four Leagues to the Northward, either upon the Ice in the Winter, or swim over in the Summer: this they can do very swiftly, and can hold it to a great Distance. We found many Tracts of the *Eskimaux*, as Stones set, one upon another, either as Land-Marks, or in Consequence of some superstitious Custom; besides many Graves, or large Heaps of Stones, under which their Dead lie buried; and the Founda-

tion of some of their Huts, which are built circular, and in the Form of a Bee-Hive, with Stone and Moss. Between this Island and the North Main, is tolerable good riding in eight, ten, or twelve Fathoms Water, clear and good holding Ground, but the only Harbour is at the South-West Part of it. The Entrance is but narrow and shoal, having no more than thirteen Feet Water at the Height of common Tides, but within it is capacious enough to hold one Hundred Sail. It is very difficult to discover the Mouth of it, being covered by a low rocky Isle, upon which the Sea breaks pretty high, and this must be kept on the Larboard hand going in. I thought it the more necessary to mention this Harbour, as it had been represented to Mr. *Dobbs* as a very fine one; which indeed it would be, if its Entrance was deeper, but as it is, can only serve for Vessels of small Burthen. So much for *Marble Island*; now let us return to our Voyage.

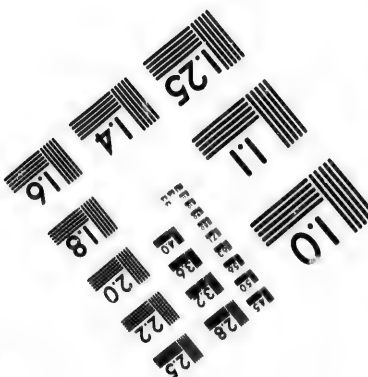
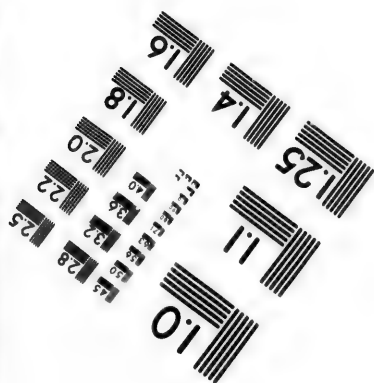
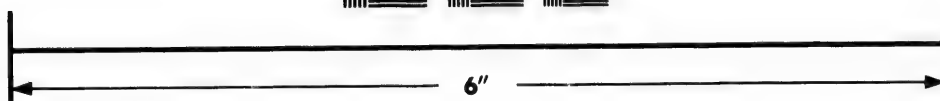
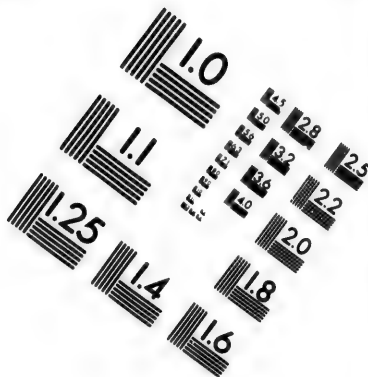
IN our Passage from this Place to *Port Nelson*, we had very blustering Weather, attended with Snow, Sleet, and thick Fogs. We arrived in sight of the Shoals of that River on the 25th of *August*, and anchored during the Ebb-Tide, about two Leagues from them. These Shoals are very dangerous, as they lie four or five Leagues off Shore, and stretch from North to South about ten Miles; as they are dry at Half-Tide, the Sea breaks high upon them: Their Center lies in Latitude  $57^{\circ} 50'$  North. The best way to know when you approach them, is to observe where the Water shoals, and the Bottom grows hard, but the contrary as you leave them.

THE 26th, the Weather being fine and moderate, the Boats of each Ship were sent a-head to sound, and to erect a Flag, as a Mark to sail over the Flats at the Mouth of the Southern Branch, or *Hayes's River*: This was to be raised at a good Anchoring-Place, called *Five-Fathom-Hole*, within seven Miles of *York-Fort*, and accordingly was done. The *California* got safe to an Anchor there, but the *Dobbs* came aground on the Flats, and had it blown hard, must inevitably have been lost. The Governor, seeing us in this deep Distress, in order to complete it, sent his Boat and People to cut down the Beacon, which was the only proper Mark we had to guide us into a Place of Safety, when we might get the Ship afloat. All that Mr. *Holding*, Captain *Smith's* Lieutenant, could say to dissuade them from it, was ineffectual; they cut it down; at the same Time they acknowledged, that when they received those Orders, the Governor very well knew who we were. This Beginning gave us but too well to understand what Treatment we were to expect there.

IN the mean Time, the *Dobbs* floated, and the 27th got to an Anchor near the *California*. There we received a Letter from the Governor, desiring us not to come any nearer the Factory, without sending a proper Authority from the Government, or *Hudson's-Bay* Company, for so doing, or he would use his utmost Strength and Endeavour to prevent us. The Answer given by us to this extraordinary Message, was to the following Effect: That we found ourselves under a Necessity of Wintering in some Part of the Bay; for which Purpose we chose this as the most convenient; and that we expected Shelter and Assistance, as Subjects of *Great-Britain*, and People who had no Intentions to molest the *Hudson's-Bay* Company's Trade, or who were directed by any Motive in coming thither other than the Security of the Ships, and the Preservation of the People; and in short, that we were resolved to winter thereabouts. Mr. *Holding* and I went with this Answer, and were received by the Governor in a very haughty and disrespectful manner; after which several Letters passed between the Governor and us, endeavouring to dissuade us from having any Thoughts of wintering near him; but as they served for no other Purpose, than to amuse and perplex us, the Correspondence was soon over, and is indeed hardly worth a Relation.

As it had been our Intentions, and the Resolution of Council, to winter at *Port Nelson*, and not at this Place, it occasioned both Captains, and several of the Officers, with the Boats of each Ship, to make a short Trip, in order to examine that River. We set out the 30th Instant, for this Purpose, and arrived there the same Day. We found it answer in every Respect our Expectations; inasmuch as this is the finest River in *Hudson's-Bay*, navigable for many Leagues, having a Communication with the great Lakes behind *Canada*, and upon which, of all others, the most advantageous Trade might be carried on, provided Settlements were made about thirty Leagues up. There the Climate is, what may justly be stiled temperate; the Distance from the *Indians* less, as well as the Danger and Difficulty of transporting their Goods, in small Canoes; and whereas now they come but once a Year to the Factories, they might, if the Settlements were higher up, come twice or three Times, and in much greater Numbers. The Inconvenience and Difficulty they find to support themselves, on such long Journeys, the Cold they feel on approaching the Shores of that icy Bay, the Labour of so long, so precarious, and so dangerous a Carriage,





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which are great Discouragements, and of which they heavily as well as justly complain; would all be removed.

BUT to return: This River is about two Leagues wide at the Entrance, with a very good Channel, about a Mile broad, and from five to fifteen and twenty Fathom deep, lies in Lat.  $57^{\circ} 30'$ . It's Banks are low, and covered with large Woods, chiefly Spruce, Fir, Poplar, Birch, Larch, Willow, &c. and abounds with Deer, Hares, Rabbits, Geese, Ducks, Partridges, Pheasants, Plover, Swans and many other Fowl in their proper Season, as also Fish in great Plenty, and in as great Variety. These Advantages were not sufficient to tempt the Captains to repass the Shoals, or expose the Ships to any Danger, in going round by Sea to enter it at it's proper Channel; so that they were determined to lay the Ships in some part of *Hayes's River*, during the Winter. With this View we ran three Miles farther up it, the 3d of *September*, and landed several of our Stores to lighten the Ships, sent the Boats with Officers to look out for a safe Creek to moor in, which was found five Miles above *Tork-Fort*, on the South Side of the River.

THE Governor being now convinced of our Intentions to winter there, used his utmost Endeavours, that we might lay our Ships below the Fort, in a Place open to the Sea, where they would have been in all Probability beat to Pieces, either from the Waves of the Sea setting in, or the breaking up of the Ice; but as his Arguments were of no Efficacy in persuading us, and finding himself disappointed in this, as in his former Schemes, being still resolved to distress us as much as possible, he sent most of the *Indians*, whose chief Employment is to kill Deer, Geese, &c. into the Country, on purpose, that we might not make use of them in that Way, or be in any wise benefited by their means.

WE spent our Time to the 11th, in lightening and preparing the Ships for their Quarters: On the 12th, ran up a-breast of the Fort, and anchored there, and landed the Remainder of our Provisions and Stores. Here we dug a Hole twelve Feet deep to bury our strong and small Beer in, to preserve it from the Frost.

IT was the 26th, notwithstanding all the Diligence we could use, before the Ships were secured in the Creek: This being effected, we turned our Thoughts on the Methods necessary for our own Preservation; being certain there was no Possibility of living aboard the Ship for Cold; wherefore some of the People were employed in cutting Fire-Wood: others in building Log-Tents. This is a Contrivance borrowed, as I

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suppose, from the Natives ; and ours were made of Trees hewn and cut, about sixteen Feet long, raised close together, their Ends lying one against another at the Top, but extending at the Bottom, in the Form of the Roof of a Country-House. Between these Logs the Vacancies were stuffed with Moss, and that being plaistered over with Clay, made a warm Hutt ; the Door was low and small, a Fire-Place in the middle, and a Hole over it, to let out the Smoke.

BUT the grand Business, and what engrossed most of our Attention, was the building a House for the Captain and Officers to dwell in. The Situation we chose for it, was equally pleasant and convenient ; it was on an Eminence surrounded with Trees ; the main River was half a Mile distant, to the North West ; the Creek where our Ship lay, near the same Distance ; on the South West we had a handsome Basin of Water, called the Beaver Creek, about 150 Yards distant in Front, which looked like a grand Canal, in Prospect ; and thick and tall Woods protected us from the North and North-East Winds. The Situation chosen, I drew a Plan of our intended Mansion, which the Captains approved of. The House, according to this Plan, was to be twenty-eight Feet long, and eighteen Feet broad ; to have two Stories, the lower one to be six, and the upper seven Feet high ; the Captain and some of the principal Officers were to lie above, and the Remainder below, as also the Subalterns and Servants. The Door was to be in the middle of the Front, five Feet high, and three broad, with four Windows above Stairs, one in each Captain's Room, and one at each End, to enlighten the Passage and the Officers Cabins. The Ridge of the Roof was to be but a Foot higher than the Side-Walls, in order to let the Wet drain off, and to keep the House the warmer by being close and low. The Stove was to be placed in the Center, that every Body might partake equally of it's Heat.

THESE Matters being thus adjusted, all Hands were set to Work : Trees cut down and hewed, Planks sawed, the Walls begun, by placing one large Log upon another, with Moss between, and nailing them down : In a Word the House was raised, covered and almost finished by the 1st of November. In the mean Time, the Weather was become excessively cold, tho' the Season had been very open and favourable to what it usually is. The Winter began in the latter End of September with Sleet, and large Flakes of Snow, and frosty Nights ; troublesome enough, but not seeming to merit the terrible Reports given of these Winters, by some Authors.

ON the 5th of October, we had much Ice in the Creek, and  
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by the 8th it was fast froze. Until the 30th we had Snow, Frosts, and moderate Weather, alternately, and that Day being his present Majesty's Birth-Day, we hoisted our Colours, and fired twenty-one Guns. The 31st, *Hayes's* River was froze quite hard, so that now we had some Experience of what was to be expected from an *Hudson's-Bay* Winter.

THE 2d of *November*, we could not keep the Ink from freezing at the Fire. On the 3d we discovered all the bottled Beer froze solid, tho' packed up in Tow, and near a good Fire. The 6th the Cold became insupportable aboard, so that the Sailors were distributed among the several Tents, which were assigned for their Conveniency and Preservation in the Woods, and the Captains, Officers, &c. went to live in their new House, which by this Time was finished: It was christened (in the Sea-way) *MONTAGUE-HOUSE*, in Honour of that worthy Nobleman, and generous Patron of all useful Undertakings, his Grace the DUKE of *MONTAGUE*; who, from his considering this Expedition in that Light, was one of our Subscribers.

WE likewise began about this Time to put on our Winter Dress, which consisted of a Robe of Beaver Skin, with the Furr on, which reached to our Heels, and two Waistcoats under it, a Cap and Mittens of the same, lined with Flannel, a Pair of *Indian* Stockings, over our Yarn ones, made of Broad Cloth or Leather, which reached up to the mid Thigh, with Shoes of soft-tanned Moose or Elk-Skin, under which we wore two or three Pair of Blanket, or thick Duffil Socks to prevent our Feet freezing, which is a thing that nevertheless frequently happens; a Pair of Snow-Shoes, about five Feet long, and eighteen Inches wide, to hinder us from sinking in the Snow, completed the Dress. This is, properly speaking, the Garb of the *Indians* of this Country, who have taught it the *English*; and than which nothing can be better contrived, both for Convenience and Use. For when we were thus equipped, we were able to stand the keenest Cold, (except only for a few Days) that happened during the Winter.

As in every Country, different Seasons produce, or rather direct Men to different Employments; so in this, our utmost Skill was shewn, and Industry exerted, in killing Rabbits and Partridges, which is the chief Game to be met with at this Season. The former we caught after the following Manner. We cut down several small Bushy Trees, with these we made a Hedge two Feet high, and of what length we pleased, leaving at every twenty Yards Distance, small Holes for the Rabbits to run through, for we observed, that they never attempted to jump over. In these were set Snares of

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of Wire, the Ends of which were made fast to the End of a Pole, that lay over a Crutch, in such a manner, that when the Rabbits entered, and began to struggle, the Pole kicked up, and hung them two or three Feet off the Ground. This Contrivance had a double Conveniency, as it secured us the Game we wanted, and by their being thus suspended, protected them when taken from being devoured by other Animals. They use at the Factories no other Method of killing the Partridges than shooting them, and in this they are very successful, for they are there in very great Plenty; infomuch that some Men may be able to shoot sixty or eighty in a Day's Time, which makes a good Article in the Magazine-List of Winter Provision.

ALL Animals of the Fur kind, are caught in Traps of different Sorts or Nets, and thus the Beaver is most commonly taken. The Construction of these Creatures Dens, Burroughs, or, as they are commonly called, Houses, are very curious and strong, being built of Wood, Stone and Clay, with several Apartments in them for different Uses. The Situation of these Beaver-Houses is always by the Side of a Lake or Pool, for their greater Convenience, and more effectual Security. It would be needless for me to say more on this Subject, as it has been so well handled by eminent Writers, and what I have said, is intended only to confirm, or at least corroborate, what they deliver more at large.

BUT as the Methods used by the Natives in taking them, may not be the same in different Countries, or so generally known as other Circumstances relating to them, I shall be more particular. The manner of the *Hudson's-Bay Indians* taking them, is first to drain as much of the Water from about their Houses as possible; this done, and their Door covered with a strong Net, they break in at the Top of the House, which as soon as the Beavers discover, they run to the Door to make their Escape, and are there entangled in the Nets, seized by the *Indians*, and immediately skinned. These Skins they spread to dry in the Sun, and eat the Flesh, which is very fat and delicious.

As *November* set in with keen Frosts, so they continued through the whole of that Month, without any other Alteration than freezing with more or less Severity, as the Winds changed. When the Wind was Westerly or Southerly, the Cold was very supportable; but as it changed to the North West, or North, it became immediately excessively keen, and often attended with a Sort of Snow, no larger than so many Grains of Sand, which drifted with the Wind in Clouds, from every Plain, or flat Place, that lay exposed to it. This made

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it very dangerous to be out in any such Plains, or upon the River, at those Times, as this drift Snow is commonly so thick, that one can scarcely see twenty Yards; nor is there any Tracks or Paths left to direct one; all being very speedily levelled by the Snow. Sometimes when they have been thus caught, People have wandered in the utmost Danger of being froze to Death, for many Hours, upon the Ice of the River, not half a Mile from the Factory, and yet, from the Causes beforementioned, could not find their way thither.

BUT these severe Colds are not felt above four or five Days in a Month, and generally about the Full and Change of the Moon, which is observed to have a mighty Influence on the Weather in these Parts. Then it is very tempestuous; the Wind at North West, one may say constantly in the Winter; and generally at those Periods in the Summer. But at other Times, tho' there is a continued hard Frost, yet it is pleasant enough; the Winds are variable and moderate; and one can very well go abroad either shooting or trapping.

THE People now began to come from their Tents, weekly, for their Provisions out of the Ship, of which they used but little, in the Beginning of the Season, while the Rabbits were Plenty, nay, they in a good Measure supplied us at *Montague House* with them. What Things they had to carry backward or forward, they drew after them upon small Sledges, made of about a dozen thin Staves joined together, four in Breadth, and turned up at one End, that they might the better and more easily slide over the Snow. One Man may conveniently draw on such a Sledge, above a Hundred Weight, fifteen or sixteen Miles in a Winter's Day. The Dogs in this Country are of the Size of common Mastiffs, and by Nature never bark, but growl when they are provoked; and these Dogs being the only Beasts of Burthen, used there by *English* or *Indians*, will draw much more, and that to a greater Distance, if necessary. In long Journies, through deep Snows, the Men generally go before them to beat a Path with their Snow Shoes; the Dogs soon grow accustomed to whatever they are taught, and being docil and tractable are very useful. They are regularly fed by the *English* upon the same Allowance as the Men; but the Natives are quite remiss in this Respect, so that theirs live chiefly on what they can get.

BESIDES these small Sledges, we had others more large and strong, for carrying great Weights; these were of the same Form as those before described, but ten or twelve Feet long, and three wide, they require twenty or thirty Men yoked

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to draw them. The first Time of their going to the Factory, was the 8th of *December*, from whence they brought two Casks of Brandy for Christmas Cheer, which Season is generally celebrated in this Country by the *English* (so easily are the best Institutions corrupted) by immoderate Drinking, and all the Folly and Madness that attend it.

At this Time a general Council was held at *Montague House*, where Captain *Moor* proposed to lengthen, raise, and deck our Long-Boat, for the Use of the Discovery; which, after some Deliberation, was resolved upon by a Majority. It is very certain that no Measure could be more suitable to our Business than this; for it would have been very dangerous to make so close a Search with the Ship, as was necessary, upon an unknown Coast, with variable Weather, frequent thick Fogs, and Ice in Bays, and Inlets amongst broken Lands and Islands, Rocks and Shoals, without any Knowledge of Harbours, Tides, Currents, or the Direction of the Coast; whereas the Danger with a small Vessel is nothing in Comparison. For it is certain that with such, one may keep within a Mile of the Shore, go amongst Rocks, and pass over Shoals where a Vessel of any Draught would strike. Besides, if she came a-ground, we could let her off; or if she was lost, the Ship was a safe Retreat; a Chance of saving one's self, in case of such Accidents, supplied us with more Courage and Boldness than perhaps, otherwise, we should have had.

THIS material Affair being agreed on, the Boat was drawn to a fit Place, by the Side of the Creek, on a high Bank sheltered by Trees; there a Log-Tent was built over her, covered with Sails, with a Fire-place in the middle. This was judged requisite to be done, that the Carpenters might be able to work on her during the Winter, and so have her compleat, and in a Condition fit for Service, when we should come to want her in the Spring. The Reader will perceive, that by these Dispositions every Method was taken that Reason could suggest, for making the Winter tolerable; and I shall hereafter shew, that our Precautions were attended with as good Effects, as we could expect from them; so that there need not for the future be any such dreadful Apprehensions of exposing People to insupportable Hardships, in case of their being obliged to winter in these Parts, while employed upon this Discovery. But in order to do this more effectually, and that the Reader may form a better and clearer Notion both of what has been said, and of what I shall be obliged farther to say upon this Subject; it will be proper that I should insert here



here as distinct an Account, as it is in my power to give, of this Country, and every Thing relating to it, which I shall do with the utmost Plainness, and the strictest Regard to Facts possible.

It is true, that in order to give such a full and particular Description, I shall be obliged to repeat many Things that have been already said by others; but this, I hope, will be thought no inexcusable Fault in me, because it is absolutely necessary to my Design; and because I do not repeat them either in the Words of those Authors, or upon their Authority, but from my own Knowledge. It will be also requisite for me to say somewhat of the Conduct and Behaviour of our Countrymen that reside in those Parts; and if in doing this, I should give any Offence, it may be depended upon that it does not proceed from any kind of Prejudice, or personal Resentment; but from that Regard to Truth, which it becomes a Man to have, who writes from no other Motive than the Information of the Publick. I must farther beg leave to add, that as I am not instigated by any kind of Rancour, so I am as far from writing under the Direction of any Sort of Influence; there being no kind of Intention in me to recommend myself by what I deliver in this Narration to any Set of Men whatever, farther than may arise from the Sincerity of my Relation, and my setting down freely and fairly those Observations that I had an Opportunity of making, by the Share I had, and my Station, in this last Expedition. To these the Publick seem to have a Right, as well from the important Consequences with which the North West Passage, whenever it is discovered, will be attended to the Nation in general; as to those who are immediately concerned in making that Discovery, as from the great Attention that has been shewn to this Undertaking, and the considerable Reward that the Legislature has been pleased to offer to encourage it. When such Steps as these are taken by the great Council of the Nation, and when out of Respect to their Proceedings, all the publick Boards in this Kingdom have given, whenever applied to; whatever Assistance, Protection, or Indulgencies could be reasonably expected or desired from them, it certainly lays every private Man under the strongest Obligation, where, by good Fortune, it lies any way in his Power, to contribute all he can to the facilitating so great a Design; and the Honour he has in promoting it, ought certainly to overballance any Concern or Apprehensions he may be under, of disobliging such, as may possibly have an Interest in preventing the Discovery

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covery of a North West Passage, and who have nothing but their private Interest in that Respect, to plead in Excuse of the Methods taken to discourage it.

THE Coasts of this Country, which are now tolerably well known, extend from the Latitude of about  $51^{\circ}$  to  $68^{\circ}$  North, having *Hudson's-Bay* to the East, *Canada* to the South; but as for it's Boundaries to the West and North, they are as yet undiscovered. In the Southern Parts, and where we wintered, the Soil is very fertile; the Surface being a loose dark Mould, under which are Layers of different coloured Clays, pale, yellow, &c. Nigh the Shores the Land is low and marshy, covered with Trees of various Sorts, as Spruce, Larch, Poplar, Birch, Alder and Willow; within Land there are large Plains, with little Herbage on them except Moss, and interspersed with Tufts of Trees and some Lakes, as also some Hills or Islands, as they are called, covered with shrubby Trees, and deep Moss, the Soil of a turfy Nature.

THERE are great variety of Shrubs and Plants, many of those that are known in *Europe*; as the Gooseberry, Currant, Craneberry, Shrubs bearing red and black Berries, which the Partridges feed on, therefore called Partridge Berries. The Plant, by the *Indians* called Wizzekapukka, used by them, and the *English* as a Medicine, in nervous and scorbutick Disorders; it's most apparent and immediate Effect, is promoting Digestion, and causing a keen Appetite. To this Plant, the Surgeons residing at the Factories, ascribe all the Qualities of Rhubarb; it is a strong Aromatick, and tastes pleasantly enough when drank as a Tea, which is the common Way of using it. Here also are to be met with Strawberries, Angelica, Chickweed, Nettles, Butterflowers, wild Auriculas, Savine, many of the *Lapland* Plants, and others that are unknown to us. By the Sides of Lakes and Rivers there is abundance of wild Rice, which, if cultivated, would make good Food. Long Grass and good Meadow-Ground; and at the Factories, are tolerable Gardens, especially at *York-Fort*, *Albany*, and *Moose-River*, where most kinds of *English* Garden Stuff grow very well, such as Pease, Beans, Cabbage, Turnips, and many kinds of Sallads; but then the Country is much more fruitful farther within Land, than at those Places; for there it is much warmer in Summer, and the Frosts are far less severe, as well as the Winter shorter; so that the Ground neither freezes so deep, nor remains so long unhawed.

As to Minerals, there are unquestionably abundance of different Sorts here; I have met with Iron Ore myself, and have been credibly informed, that Lead Ore is to be found

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on the Surface of the Earth in Plenty at *Churchill*; not to mention a very rich Copper-Mine, from whence the *Northern Indians* frequently bring Pieces to *Churchill*, of which I have one by me; there are likewise great variety of Talks, Spars, and Rock Chrystals of different Colours, as red and white; the former resembling Rubies, the latter of a larger Size, and very transparent, shooting out in pentangular Prisms. A Substance resembling Coal is also found in the Northern Parts, which burns; the Asbestus likewise or Stone Flax is common here; and a Stone of a black smooth and shining Surface, that separates easily in thin transparent Leaves, resembling the *Muscovy* Talk, which the Natives use, as Looking-Glasses. It also abounds with diverse Sorts of Marble, some perfectly white, and some variously speckled with red, green and blue Spots. Shells are seldom met with; the only ones I saw were Limpids, Muscles, and Periwinkles; tho' there are several others, but rarely to be seen; for all kind of Shell-Fish here chuse deep Water, otherwise they would be froze in the Winter.

THE Air of this Country is never, or at least, is very seldom clear; in the Spring and Fall of the Year there are heavy wet Fogs; and in the Winter, the Air is full of an infinite Number of icy Spicula, that are visible to the naked Eye, especially if the Wind be Northerly or Easterly, and the Frost severe; the Reason of it is this, wherever the Water is clear of Ice, in the Winter, there arises a very thick Vapour, commonly called *Frost Smoak*; this Vapour Freezing is driven by the Wind in the Form we see it. All the Beginning of the Winter, *Port Nelson* River was unfroze in the Stream; this lying to the Northward of us, the Wind blowing from that Point, constantly brought with it Showers of these icy Particles, which disappeared when it was froze.

HENCE also frequent Mock Suns and Halos about the Moon and Sun, very luminous and beautifully tinged, with all the various Colours of the Rainbow, are very common. Six of these Parhelia or Mock Suns, I have seen at one Time, which to us was very surprizing. The true Sun also rises and sets there, with a large Cone of yellow Light, perpendicular to it; and no sooner does it disappear, than the *Aurora Borealis* spreads a thousand different Lights and Colours over the whole Concave of the Sky, with so resplendent a Beauty, that even the Full-Moon does not efface their Lustre. But if the Moon does not shine, these Lights are much more apparent; for one may then read distinctly by them, and the Shadows of Objects are seen upon the Snow, tending to the

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*South East*; as the Light shines brightest in the opposite Quarter, where it rises, and whence the Rays thereof are propagated over the whole Face of the Sky, with a waving kind of Motion. The Stars seem in this Country to burn with a fiery Redness, especially those near the Horizon, which strongly resemble a Fire, or a Ship's Light at a Distance.

THUNDER and Lightning, as has been observed, are not very common in Summer, tho' that Season for about six Weeks or two Months is very warm, but when it does happen it is terrible enough; I have seen for a good Space together, the Branches and Bark burnt off the Trees, and was informed it was by Lightning. The Trees in this Country are very easily set on fire, therefore I was the more ready to believe it; the under Side of the Branches of the Spruce and Larch are covered with a black and white hairy Moss, which kindles like dry Flax, running from Tree to Tree, with infinite Celerity, according to the Direction of the Wind, till all the Wood that lies round is in a Blaze; this dries the Timber, so that it makes excellent Fire-wood, and indeed much Occasion there is for it, for the Winters are cold enough, to require all that can be had.

WE used to put a Horse Load of Wood, at least, at a Time into our Stove, which was built of Brick, six Feet long, two wide, and three high; when the Wood was near burnt, the Embers were beat off, the Brands thrown out, and the Top of the Chimney stopped, which occasioned a sulphurous, suffocating Smell, and so great a Heat, that notwithstanding the Rigour of the Climate, we frequently sweat. The Difference is so extreme between the Heat within and Cold without, that People who have been exposed to the Severity of the Season without Doors, very often faint on entering the House, and remain for some Time in a kind of lifeless Condition. If a Door or Window was but opened, the cold Air rushed in with great Fury, and turned the inclosed Vapours into small Snow; nor was all the Heat we could raise sufficient to keep our Windows, the Ceiling, or Sides of the House clear from Snow and Ice; those, whose Bedcloaths touched the Walls, were generally froze fast to them by Morning, and our Breaths settled in a white hoar Frost upon the Blankets.

ALL these Accidents followed soon after the Fire went out, as the House cooled, then the Sap that was thawed in the Timber with the Heat, froze, splitting it with Cracks, little inferior in Noise to the Report of a Musquet. No Liquid can withstand the Cold if exposed to it, strong Brine, Brandy, and even Spirits of Wine freeze; but the latter not into a solid

Mass, but to the Consistence of Oil; when the Weather is between temperate and freezing. All the Liquors under the Proof of common Spirits, freeze to a State perfectly solid, and burst the Vessels that contain them, whether of Wood, Tin, or even Copper. The Ice in the Rivers about us, was above eight Feet thick, and the Snow three deep, but where it drifted much more. Whatever fresh Provisions we could procure, as Deers-Flesh, Rabbits, Partridges, Pheasants, Fish, &c. we kept sweet as long as we pleased, without deriving any Assistance from Salt, for they are instantly froze as they are killed, and remain so from *October* till *April*, when they begin to thaw, and consequently grow moist and spoil.

THE Rabbits, Hares and Partridges change their Colour from the common Brown and Grey, in Summer, to White, in Winter; some are of Opinion they lose their Feathers and Hairs with the Colour, but the contrary is evident to all, who have taken any Pains to satisfy themselves in this Respect, at least I can say so much for myself; for in the Beginning of Winter, I have observed the Tops only of the Hair of the Rabbits to be white, while the Roots that were less exposed to the Cold, have been grey; whereas if they had changed their Hair, the very reverse would have appeared at that Season.

BEING now entered on this Subject, of the strange Effects of Cold, let us speak of it in regard to Human Bodies. Several of our People had their Faces, Ears, and Toes froze, but not dangerously. Whilst the Flesh is in that State, it is white and hard like Ice, but by rubbing with a warm Hand, or sooner with a Beaver Mitten, it is thawed, and this Accident is attended with no worse Consequence than leaving a Blister behind; but if the Part is froze deep, and continues so long, it mortifies. We find extreme Cold has the same Effect in this Case, as extreme Heat; and the same Applications cure a Part froze, that would do so had it been burnt. It is very troublesome, when a Person happens to have any Part of his Body froze in the Beginning of the Winter, for the Place grows very tender thereupon, and is much more apt to be froze again, than any other Part.

IN our outward bound Passage, a Thermometer we carried with us from *England*, was broke, which proved a great Loss, as a Series of Observations, made by the Help of that Instrument, would have ascertained the Degrees of Cold, and have been much more satisfactory, than any Relation of it's Effects possibly can be. But where this Certainty is wanting, any Approaches to it are to be considered as the most requisite Supplements; and will be great Helps to the Enquiries and Con-

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jectures of the Ingenious. It is not at all to be wondered, that Captain *Middleton's* Men suffered very great Extremities and Inconveniencies from the Cold, when he wintered at *Churchill*, in the Year 1741, considering his Situation, which was upon a small bleak Isthmus, surrounded with a vast Extent of ice; besides his People wore no other Clothes than what they commonly wore in other Voyages; whereas had they been furnished with large Beaver Coats, and had built Lodges in the Woods, they would have suffered very little in Comparison to what they did: Since, as to any Distresses our People underwent, they were occasioned for Want of proper Food, and an inexcusable Indiscretion in the Use of spirituous Liquors, rather than from the Intensities of the Cold; and yet, as has been shewn, we were far enough from being exempted from the usual Severities of the *Hudson's-Bay* Climate.

NATURE furnishes every Animal here with extraordinary Furs to resist the Cold, that gradually fall off as the warm Weather returns; and which is somewhat extraordinary; so it happens with Dogs and Cats brought thither from *Europe*. As in all the Parts of the Bodies of Animals, which are furthest from the Heart, such as Feet, Claws, and Tails, the Blood is colder, and Circulation slower, it happens from thence, that those Extremities are very apt to freeze. But it is very well worthy Notice, that few of the Animals of this Country have long Tails or Legs; for Instance, the Bears, Rabbits, Hares, *American* Cats, Porcupines, &c. have all short ones; and those that have long Tails, as the Fox, &c. have those Parts surprizingly protected by long bushy Hair, which keeps them from the Sense of Cold. If we touch Iron, or any other smooth solid Surface in the Winter, our Fingers are froze fast to it; if in drinking a Dram of Brandy out of a Glass, one's Tongue or Lips touch it, in pulling them away the Skin is left upon it. An odd Instance of this Sort happened to one of our People, who was carrying a Bottle of Spirits, from the House to his Tent; for not having a Cork to stop the Bottle, he made use of his Finger, which was soon froze fast, by which Accident he lost a Part of it to make a Cure practicable. All solid Bodies, as Glass, Iron, Ice, and such like, acquire a Degree of Cold so very intense, that they resist the Effects even of a strong Heat, and that too for a good while. I have brought an Axe in from without Doors, where it has been exposed to the Frost, and held it within half a Foot of a good Fire, then poured Water upon it, which has been instantly formed into Cakes of Ice, and so remained



for some Time. Thus possibly may the mountainous Isles of Ice encrease, while the Air is temperate round them; thus too is the Ground froze to that Depth we found it, when the Pit was dug to bury our Beer in; for a Hole being sunk four Feet, below the common Depth of the Pit, which was twelve Feet, the Ground appeared there to be very hard froze.

BEFORE the Beer was stowed, a Bed of Willow and Grass of a Foot thick, was put under and over it, as also twelve Feet deep of a soapy Earth; yet some of the Casks of Small Beer, next the Sides, were froze, and the strong Iron-bound Cask that enclosed it burst. In the Heart of the Ice, the spirituous Parts remained fluid, this Liquor was strong, but the Ice melted, tasted quite vapid; other Casks were not burst, or their Contents above half congealed; the watry Parts having Time to thaw and mix with the spirituous, the whole when we came to drink it proved very good, nay, we fancied better than if it had never been froze. From this long Account of the Severity of their Winters, it is natural for my Readers to conclude this Country, the most uncomfortable in the World, and it's Inhabitants the most unhappy. But in fact however, they are very far from it. If the Weather is cold they have Abundance of Beaver-Skins to clothe them, and many other Conveniencies, that put them in some Measure, at least, on a Level, with those who live in a milder Clime.

BUT what in this Respect will appear much more extraordinary, I dare assert, that People from *Europe*, who have lived here for some Years, prefer it to all other Places, and when they leave it, and come Home with the Ships, they grow tired in a few Months, of a more moderate Climate, and wish with Impatience for the proper Season, that may give them an Opportunity of revisiting these frozen Regions. The Natives of this Land are of a middle Size Copper Colour, with black Eyes, and long lank Hair of the same Colour, but their Features vary as in *Europe*. They are of a chearful Disposition, good-natured, affable, friendly and honest in their Dealings. They live in Tents covered with Moose, and Deer-Skins sewed together; as their Time is spent chiefly in Hunting, Fishing and Fowling, they change their Habitations, according, as they find the Game plenty or scarce.

THEY do not live in any great Numbers together, for the same Reason; because it would be more difficult to provide Necessaries to feed and clothe them, therefore they have no Body of Laws to regulate their Conduct; but are influenced in their Behaviour, by a natural Rectitude of Disposition, that restrains them from all Acts of Violence and Injustice one  
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to another, as effectually as the most rigid Laws could. The Chiefs in every Family or Tribe, who generally speaking are chosen from amongst the most antient of the People, but chiefly for their Skill in Hunting and Experience in Trade, Domestick Affairs, or Valour in War, which they often wage with the *Eskimaux*; direct those who reside with them in their different Employments of Hunting, Fowling, Fishing, &c. yet their Advice is followed rather through Deference than Obligation, for in Point of Exemption from Power, they may be truly called a free People.

THEY have no Dependence upon the Fruits of the Earth for their Subsistence, living entirely on the Animals they take in Hunting or Trapping, at which they are very dextrous. They make prodigious Slaughter every Season among the Deer from an unaccountable Notion that the more they destroy, the greater Plenty will succeed; therefore sometimes they leave three or four hundred dead on the Plain, taking out of them only their Tongues, and leaving their Carcasses either to rot, or be devoured by the wild Beasts. At other Times they attack them in the Water, and kill prodigious Numbers, which they bring down on Floats to the Factories. These Creatures cross a vast Extent of Country, from South to North, in the Spring of the Year, in order to bring forth their Young in Places of Safety; that is, in the more Northerly Parts, which are either entirely uninhabited, or at least but very thinly planted.

IN their route thither, they are extremely tormented with large Gnats and Musketoes, with which this Country, during the little Summer it enjoys, is greatly infested. This causes the Deer to take to the Rivers and Lakes for Shelter, and gives the *Indians* a greater Opportunity of killing them. It would be very hard to account whence such infinite Numbers of these Insects should come so suddenly as they do, or how they are propagated, did not Experience shew, that they survive the Winter, or rather remain in a kind of lifeless State, from which the return of the warm Season recovers them. I will mention a very plain Instance, in order to shew the Truth of this. A certain Person in the Winter-Time, crossing a small Creek, upon a Tree that lay over it, happened to slip his Foot on one Side, by which he broke from the Tree a black Lump, that on Examination he found to be nothing else but a vast Mass of Musketoes, froze together, this he brought to a Fire, which thawing the vital Juices in these Insects, they presently began to move. After that, carrying them out into the freezing Air, they as quickly resumed their former senseless State,

and no Methods could afterwards restore them to Life. Without all doubt many other Animals that disappear in the Winter are reduced to the same numbed and inactive Condition. I shall strengthen this by just mentioning a Fact, that is very well known to the *English*, who reside in the Northern Settlements of *America*, which is, that by the Sides of Lakes, in Banks or Holes, at the Roots of Trees, are often found in the Winter, Frogs that are froze in such a Manner, that their Flesh has been as hard as common Ice, yet these Frogs being thawed by a gentle Heat, recover Life so as to be able to crawl about, but suddenly freezing them again, they became irrecoverable, in the same manner, as is before reported of the Muskettoes.

THE *Indians* live not only on the Flesh of Animals they kill in hunting, but on that also of Birds of Passage; such as Swans, Wild Geese, Ducks, Plover, and many other of that Kind that go to the Northward in the Spring to breed, and return to the Southward in Autumn, and others also, such as Eagles, Crows, Owls, Hawks and Gulls, likewise upon Partridges and Pheasants, which stay in the Winter. Their Flesh in general they boil and eat by itself, and then drink the Water it was boiled in, which they esteem very wholesome. In like manner they dress their Fish, of which they have some Variety, and very good; up the Rivers and Lakes, they have large Sturgeon, Carp, Trout, Pike, and two very delicious Kinds of Fish; the one called by the *French*, White Fish, but by the *Indians* and *English*, Titymagg; the other resembling an Eel, but spotted with yellow and white, called by the Natives Muthoy. These are reckoned fattest in the Winter-Time, when they are caught by making Holes in the Ice; where, on letting down a baited Hook, the Fish greedily take it.

At the Mouths of the Rivers, especially those more to the North, are Plenty of fine Salmon, Trout, and another which is a tolerable good Fish resembling a Carp, called a Sucker, and there also comes in with the Flood Tide, great Numbers of white Whales, which might easily be taken, and large Profits made of their Oil. Seals too frequent these Coasts, but in no great Numbers, except as far North, as Lat. 66°.

THE Clothing of the Men here in Summer, is a loose Coat, made of Blanket, which they buy either from the *French* or *English* settled in their Neighbourhood; a pair of Leather Stockings, which come so high, as to serve for Breeches; they make Shoes also of the same Materials. The Womens Clothes differ from the Mens only in this, they generally wear a Petticoat, that comes a little lower than their

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Knees, in the Winter. Their ordinary Apparel is of the Skin of the Deer, Otter or Beaver, with the Hair or Fur on; the Sleeves of their upper Habit, are frequently separate from the Body, and taken on and off at Pleasure, being only tied with Strings at the Shoulders; so that their Arm-pits, even in the depth of Winter, are exposed to the Cold, which they reckon contributes to their Health. It must be owned their diseases are but few, and those chiefly arising from Colds, taken after drinking Spirituous Liquors, which they buy from the *English*, contrary to the wiser Maxims of the *French*, who sell them none. The *French* esteem the drinking these Liquors, not only prejudicial to the Constitutions of the Natives, but also to their Trade: for as that depends upon the Hardiness, Dexterity and Success in Hunting, it must necessarily decline, as these Qualities are impaired. This is obvious also, in Point of Fact, amongst those *Indians*, who have any Intercourse with the *English*. The inland *Indians* will not drink Brandy, from an Opinion of it's bad Effects; these are a healthy, tall, active and robust People, who bring down as many Furs as the Conveniency of the Carriage will allow, and leave many more behind. Whereas those *Indians*, who are addicted to Drunkenness, such as the Home *Indians*, or those who live in Places contiguous to the *Hudson's-Bay Company's* Settlements, are a meagre, small, and indolent Kind of People, hardly equal to the Hardships of the Country, and subject to many Disorders. Besides, there is no Comparison in the Number of Furs that the one and the other bring into Trade; so that these latter are rendered much more unprofitable and useless, than they would have been, if they had never known the Use of this pernicious Liquor.

THEY are pretty much subject to some Disorders in the Breast, but to no contagious Diseases: Whenever they find themselves begin to be indisposed, they drink an Infusion of the Herb called *Wizzekapukka*, the Broth of Fish, which they call *Shaggamitie*, or else sweat themselves. Their Manner of doing this, is as follows; they get a large round Stone, on which they make a Fire, and keep it burning till the Stone becomes red-hot; over this they make a small Tent covered close on all Sides, then go into it naked, with a Vessel full of Water; this they sprinkle on the Stone, which fills the little Tent with a copious Supply of moist warm Vapours, that very soon produce a strong Perspiration in the Patient. When the Stone grows cool, the Pores of the Skin

being still open, they come out of the Tent, and instantly plunge themselves into the Water, or in Winter, when Water is not to be had, they roll themselves in the Snow, and this they look upon as a Cure for most of the Maladies common in that Country. A strange and singular Remedy they also have for the Cholick, and all Disorders of the Bowels, that is to swallow a great Quantity of Tobacco Smoke, by which they positively affirm they obtain great and speedy Relief. If their Heads are at any Time stuffed or incommoded, they force the same Smoke out of their Nostrils. They frequently become Snow-blind, in the Spring of the Year, at which Time I have been informed, a Film grows over the Pupil of the Eye, which I was likewise told these People are so ingenious as to cut away with the sharp Point of a Gun-Flint.

THEY very often in their drunken Fits commit excessive Disorders, such as quarrelling, burning their Tents and abusing their Wives, and then perhaps go to Sleep by the Fire, where frequently they are terribly burnt, or if they are at any Distance from it, as miserably froze, if it be in Winter-Time. When they are sober, they are very courteous, and compassionate, and that as well to those who are absolute Strangers, as their own Family; and their Affection for their Children is singularly great. An extraordinary Instance of this happened lately at York-Fort: Two small Canoes, passing Hayes's River, when they had got to the middle of it, one of them, which was made of the Bark of a Birch Tree, sunk, in which was an Indian, his Wife and Child: The other Canoe being small, and incapable of receiving more than one of the Parents, and the Child, produced a very extraordinary Contest between the Man and his Wife, not but that both of them were willing to devote themselves to save the other, but the Difficulty lay in determining which would be the greatest Loss to the Child. The Man used many Arguments to prove it more reasonable, that he should be drowned than the Woman. But she alledged on the contrary, it was more for the Advantage of the Child, that she should perish, because he, as a Man, was better able to hunt; and, consequently, to provide for it. The little Time there was still remaining, was spent in mutual Expressions of Tendernefs, the Woman strongly recommending, as for the last Time, to her Husband, the Care of her Child. This being done, they took leave in the Water; the Woman quitting the Canoe was drowned, and the Man with the Child got safe a-shore, and is now taken much Notice of by the People thereabouts.

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Upon the whole it appears, that the single Object in View, was the Preservation of their Child; for tho' the Man offered to sacrifice himself, it may be very well supposed it was more for the Sake of the Child than of the Woman; because on other Occasions they behave with no great Respect to the Sex.

It is looked upon as a great Offence, for the Women to stride over the Legs of the Men when they sit on the Ground, and they even think it beneath them to drink out of the same Vessel with their Wives. One Custom they have, which is very extraordinary; that when their Parents grow so old, as to be incapable to support themselves by their own Labour, they require their Children to strangle them, and this is esteemed an Act of Obedience in their Children to perform. The Manner of discharging this last Duty, is thus, the Grave of the old Person being dug, he goes into it, and after having conversed and smoaked a Pipe, or perhaps drank a Dram or two with his Children, the old Person signifies he is ready; upon which two of the Children put a Thong about his Neck, one standing on one Side, and the other opposite to him, pull violently till he is strangled, then cover him with Earth, and over that they erect a kind of rough Monument of Stones. As for such old Persons as have no Children, they request this Office from their Friends, tho' in this last Case, it is not always complied with.

An *Indian* in travelling considers the Meeting a Grave as an Omen of some approaching Misfortune; in order to avert which, he lays a Stone upon the Grave and so proceeds on his Journey. There are many amongst them, especially those inhabiting upon the Banks of the great inland Lakes, who profess Quacking, with Stuff they buy from the *English*; such as Sugar, Ginger, Barley, Allspice, Garden-Seeds, Spanish-Liquorish, Snuff, &c. all which are taken in small Quantities, either as Remedies for Diseases, or to make them excel in Hunting, Fowling, Fishing, Fighting, &c. which are Qualities ascribed to these Trifles by the *English* in *Hudson's-Bay*, and with such Commodities, one third of our Trade is carried on amongst those Quacks, who practise for Furrs, which they receive from, or rather out of which they deceive, the common People. This is a great, but very beneficial Imposition, tho' certainly it would be much more for the Advantage of *Great-Britain*, to promote the Sale of their Woollen and Iron Manufacture, than to permit such a kind of Traffick, which besides being scandalous in it's Nature, is equally prejudicial in its Consequences to us and to the Natives.



It may be expected that I should say something of the religious Sentiments of these People; and to satisfy this Expectation, I shall acquaint the Publick with all I know, without adding any Thing from Conjectures. It is very certain, that their Notions upon this Subject are very limited and imperfect. They acknowledge a Being of infinite Goodness, whom they stile *Ukkewma*, which in their Language signifies the great Chief; they look upon him as the Author of all the Benefits they enjoy, and speak of him with Reverence. They likewise sing a kind of Hymns in his Praise, and this in a grave solemn Tone, not altogether disagreeable. Yet their Sentiments on this Head are very loose and confused, so that it is not easy to say what they mean by this kind of publick Worship. They likewise acknowledge another Being, whom they call *Wittikka*, whom they represent as the Instrument of all kinds of Mischief and Evil; and of him they are very much afraid; but however we know of no Methods made use of by them to appease him.

THE Condition of these poor People is melancholy enough, tho' it does not make such an Impression on them as one would expect; for tho' the best Part of their Life is spent in procuring Necessities for the Subsistence of themselves and of their Families; yet they have no great Notion of Frugality, or providing against those Distresses, to which they are sure to be exposed every Winter, are free of their Provisions, when they have Plenty, and except drying a little Venison and Fish, take no Care for Supplies, in a Time of Dearth. It has sometimes happened that the *Indians*, who come in the Summer to trade at the Factories, missing of the Succours they expected, have been obliged to singe off the Hair from thousands of Beaver Skins, in order to feed upon the Leather. Yet in such Cases, they keep up their Spirits in a tolerable Degree, omit nothing that is in their power to procure wherewithal to support their Families, and when reduced to the greatest Extremities, undergo them with a kind of habitual and steady Patience, which it is much easier to admire than imitate.

BUT the greatest of these Hardships and Fatigues, to which they are exposed, as well from Hunger as from Cold, happens to them in their Journeys, for it is a Thing common with them, to travel two or three hundred Miles, even in the depth of Winter, thro' a wide open Country, without meeting with any House to receive, or carrying any Tent to protect them. In such Journeys, it is their Custom, when Night approaches, to raise a little kind of Fence with Brush-

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Wood, to the Leeward of which they make a Fire, and after clearing away the Snow, they lie down upon the Ground, and sleep between the Fire and the Fence. But if, as it sometimes falls out, they happen to be benighted upon some wild Plain, where no such Fence can be made for want of Wood, they are then forced to lie down under the Snow, which proves some Defence from the Cold; and this, as from the Writings of modern Authors appears, is a Thing likewise practised in the Extremities of *Siberia*, where the Climate is not at all more temperate.

GREAT as these Hardships are, which result from the Rigour of the Cold; yet it may be justly affirmed, that they are much inferior to those, which they feel from the Scarcity of Provisions, and the Difficulty they are under in procuring them. A Story which is related at the Factories, and known to be true, will sufficiently prove this, and give the compassionate Reader a just Idea of the Miseries, to which these unhappy People are exposed. An *Indian*, with his Family, coming down to Trade, from a Place at a very great Distance, had the Misfortune to meet but with very little Game by the Way; so that, in a short Time, himself, his Wife, and his Children, were reduced to the last Distress. In these Circumstances, they plucked the Fur from their Clothes, and preserved Life as long as they were able, by feeding on the Skins they wore; but even this wretched Resource soon failed them; and then, what is terrible to conceive, and horrible to relate, these poor Creatures sustained themselves, by feeding on the Flesh of two of their Children. On their Arrival at the Factory, the distracted *Indian*, whose Heart overflowed with Grief, told this melancholy Affair to the *English* Governor, with all its affecting Circumstances, which was received with a loud Laugh. The poor Savage, with a Look of Amazement, said in his broken *English*, *This is no Laughing Talk!* and so went his Way, highly edified, no Doubt, with these *Christian* Morals.

THE Language which these People speak is somewhat guttural in the Pronunciation; but for all that, neither very harsh, nor altogether unpleasant; they have but few Words, but those are very significant; and the Method they have of expressing new Ideas, by Words composed, from compounding the Qualities of those Things, to which they would give Names, is very easy and intelligible; so that the *English* find no Sort of Difficulty, either in learning or speaking it. There is no doubt, therefore, that if they were so inclined, they might easily teach these poor People the Use

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of Letters, the Principles of Morality, and the Doctrines of Religion; which would be equally charitable and generous; for if they were so instructed, they might not only live much better themselves, but their Trade also would turn to much greater Account; and it would infallibly imprint on their Minds, a very high Reverence, and a very tender Affection for the *British* Nation.

As I have so fair an Occasion, I cannot avoid mentioning a very strange Maxim of Policy, which prevails much amongst them; and which is, that of suffering, or rather obliging their Women to procure frequent Abortions, by the Use of a certain Herb common in that Country, and not unknown here; that they may in some Measure be eased of that heavy Burthen they feel, in providing for a helpless Family. Something of this sort the *Dutch* inform us was practised by the Natives of the Island of *Formosa*, when they were Masters of it; nor is this at all more barbarous, than a Custom still used in *China*, of suffering Children when born, to die for Want of Food, from the same Principle of brutal Oeconomy. They differ also from almost all other Nations in another Particular, which is their manner of making Urine; for here the Men always squat down, and the Women stand upright. It is now high Time to return to our own Affairs, and to inform the Reader, how they were conducted, in such a Country as I have described this to be, and in which, notwithstanding all our Precautions we felt many Inconveniencies.

THE bringing two Casks of Brandy from *York-Fort*, for *Christmas-Cheer*, has been already mentioned; as well as the Design of it, which was to make merry with; but the Consequences were extremely fatal. The People had been healthy enough, before this Season of Mirth came; but indulging themselves too freely, they were soon invaded by the scurvy, the constant Attendant on the Use of Spirituous Liquors. It is a melancholy, but withal a necessary Task, to describe the Progress of this foul and fatal Distemper. Our Men when first seized with it, began to droop, to grow heavy, listless, and at length indolent to the last Degree: A Tightness in the Chest, Pains in the Breast, and a great Difficulty in breathing, followed; then ensued livid Spots upon the Thighs, swelled Legs, Contraction of the Limbs, putrid Gums, Teeth loose, a Coagulation of the Blood upon and near the Back Bone, with Countenances bloated and fallow. These Symptoms continually increasing, 'till at length, Death carried them off, either by a Flux or a Dropsy. Those Medicines, which in other Countries are generally used with good

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Effects, proved entirely ineffectual here; for Unctions and Fomentations, when applied to contracted Limbs, afforded no Relief; fresh Provisions indeed, when we could get them, did somewhat; but the only powerful and prevailing Medicine, was TAR-WATER; and the steady Use of this, saved many, even after the Disease was far advanced; when, as I before observed, all other Medicines lost their Efficacy, and were tried to no Purpose; and yet, as far as we could observe, this salutary Drink operated no other Way than by Urine.

THOSE *English* that reside here constantly, are little, if at all, exposed to this cruel Distemper; which they attribute to the constant Use of SPRUCE BEER; a Liquor that has the same, or perhaps, higher Qualities, than *Tar-Water*; and by plentiful drinking of which, the People at the four Factories of *Churchill*, *York-Fort*, *Albany*, and *Moose-River*, enjoy so good a State of Health; that tho' in Number about an Hundred, seven Years have sometimes past without their burying so much as a Man; which is a Circumstance, so very remarkable, that I persuade myself, none of my Readers will blame me, for recording it.

WHEN the Crews of both Vessels were in this deplorable Condition, no Sollicitations were spared to the Governor of *York-Fort* for Relief; and there was the more Reason to have hoped, these Applications would not have proved so fruitless as they did; considering that all we asked, was only to allow the *Indians*, to supply us with fresh Provisions. I say allow; for they would willingly have done it, had there not been an Interposition of ill Offices to prevent it. It is a strange Insinuation, that Cruelty of Christians toward Christians, prevented that Relief which *Indian* Humanity would otherwise have certainly afforded. But what shall I say? The *Indians* were charged not to come near us, or to furnish us with any thing; and this out of a tender Regard for them; because, we had a contagious Distemper amongst us, which might communicate itself to them, and to their Families; and besides, we were equally Enemies to them, an' to the *English*. Intimidated by these Insinuations, the *Indians* would not approach our Dwellings; but why such Insinuations were thrown out, unless, in Obedience to Orders the Governor durst not disobey, is not easy to discover. It could not be from any Fear of Want; for with Venison, Partridge, Fish, &c. the *Indians* both could and would have supplied us in Plenty, without Prejudice to the Factories. Neither could it be from any self-interested Motives, with Regard to Trade; for these were not trading buthome *Indians*; the former were at this Time retired

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far within Land; the latter dwell constantly about the Factories, and their proper Employment is to procure Provision. But these Insinuations, proved afterwards detrimental to Trade, as well as to us; for spreading to a great Distance, they had such an Effect on the Minds of these poor ill-judging People, that but very few came down to *York-Fort*, the next Season. The sole View, therefore, in this matter, was the distressing us, and that View was thoroughly answered; which is the Encouragement that all are to expect, who go in Search of a *North-West* Passage, from such Neighbours. This appeared still more plainly, when at last, partly by Fear, partly by other Means, the Governor was prevailed upon, to give the *Indians* leave to furnish us with Eight or Ten Carcaſes of Veniſon; for which we paid above ten Times the Value of what they coſt him in Salt Proviſions.

THE whole Month of *January* wore the ſettled Face of Winter; for except that ſometimes the Weather was dark and tempeſtuous with vaſt Drifts of Snow, and at other Times pretty clear, the Froſt was conſtant and intenſe; Partridges and Rabbits, of which hitherto we had a tolerable Plenty, began to grow very ſcarce. Our People too ſickened apace, and there was hardly any of our Ship's Crew, that was not either more or leſs afflicted with the Scurvy; inſomuch, that by the End of the Month, the People of the *California*, buried two, and we one of that Diſtemper. In the Month of *February*, the Weather continued much the ſame, 'till towards the middle; then it grew ſomewhat milder, and the Wind ſetting to the South Weſt, the Snow thawed very faſt: From thence we had changeable Weather; ſometimes very tolerable, and at others, cold to an intenſe Degree. In this Time, one of the Men belonging to the *California* died, and one of our People, met with an unlucky Accident, by the unexpected going off of a Muſket, which tore away three of his Fingers. On the 23d of this Month, Orders were given to cut the Ice from about our Ships; which was performed with Ice Chiſſels, and Pickaxes: It was believed, that this would have been a moſt grievous Labour; but when it came to be undertaken, it was ſoon found, that they were not froze to the Bottom, ſo that it turned to a kind of wholeſome and pleaſant Exercise; at which the People wrought a little while every Day, and yet with equal Eaſe and Expedition it was effected. Our Guns, and moſt other Things of conſiderable Weight, were ſent down to *York-Fort*, upon a large Sledge, that the Ship might prove the lighter, when the Ice was broke up; which,

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which, from Appearances at that Time we very speedily expected.

IN the Month of *March*, we had a Specimen of every Kind of Weather, that is ever met with in this Country : Sometimes it was not only temperate, but in some Degree, warm ; at others, cold again as ever ; but for the most Part moderate and pleasant ; so that the Snow melted wherever it was exposed to the Sun ; and towards the End of the Month, some Herbage began to peep out on the Banks, fronting Southwards. By this Time also, the Rivers and Plains were covered with Water ; so that we were very apprehensive that the Ice would break up suddenly and violently, a Thing not at all uncommon in those Parts ; and therefore to prevent the ill Consequences, with which we foresaw it might be attended, Orders were given, for getting every thing in the Ship ready ; and after she had been well warmed with Fires, a sufficient Number of Men, with proper Officers, were put on board, to take care of her. We had another Man died this Month, and several of our People were in a very bad Way ; but the Crew of the *California* were, by this Time, all in a fair Way of Recovery.

APRIL opened in such a manner, as in a good Measure freed us from the Terrors we were under about the Ice breaking ; for the Winds came about to the North East, which, together with Snow and Hail, brought a sharp Frost, and nipping cold Weather ; Things however not at all unusual in that Country at this Season. But notwithstanding this Change, we did not in the least repent the Precautions that we had taken, as knowing them to be very rational, and consequently, very expedient. In order to make the Reader sensible of this, it is requisite to observe, that when warm Weather comes in sooner than usual, in the Country about *Hudson's-Bay*, the Snow in the Southern Parts melts, and comes down in great Floods, tearing up the Ice, before it is thoroughly rotten, till it meets with such a Resistance, as checks it for a Time, and then the upper Ice, and the Water in which it floats, stops, till it acquires such a Weight, as breaks up all by main Force, and laying the adjacent Lands under Water, carries away Banks, Trees, and whatever else opposes it's Fury. This is what the People, who reside there call a *Deluge* ; and for this Reason it is very unsafe to let a Ship winter, where there runs any Stream ; the Effects of which, tho' we happily escaped, yet that ought to be no Precedent ; for the Caution before mentioned is certainly very well founded.

ON the 15th of *April*, we buried one of our Men : He had been



been a great Dram-Drinker, and therefore the Scurvy would not spare him. The Ground was so hard froze, that it was, generally speaking, three or four Days Work to sink a Grave; but when the Corpses were once fairly laid in it, they remained safe and uncorrupt; and are so like to remain, unless some great Alteration happens in that Climate, to the World's-End.

ON the 18th, the Weather began to mend, and the Wind coming about to the South, we had a fine gentle Shower of Rain, a Thing we had not seen for six Months past, and therefore the more welcome. The Fowls too, after an Absence of seven Months, began to visit us: I mean such as are proper to this Country; and with them came Abundance of Wild-Fowl, of all those Sorts that are common in any of the Northern Parts of *Europe*; such as Geese, Ducks, &c. We had likewise a great Flight of small Birds, mostly of a dark unpleasing Colour; but the Sweetness of their Notes sufficiently compensated whatever was amiss in their Plumage, and made their Company equally harmonious and agreeable.

WE had after this a short Return of Winter, attended by bleak Winds, hard Frosts, much Snow, with very stormy and tempestuous Weather, which lasted to about the 6th of *May*; then the warm Weather returned again, and the Creek, where the Ships lay, was quite clear of Ice, that wore away imperceptibly, tho' the River continued to be still hard froze, which drove the Fish into the Creek, where we caught Plenty of them with our Nets. The *RESOLUTION* (for that was the Name we bestowed upon our Long-Boat, when lengthened) was now compleatly finished, so that we launched her on the 10th, to the great Joy of all who wished well to the Discovery, and who formed to themselves vast Hopes of what, by the Help of this Vessel, might be performed. From the 8th to the 16th, we had changeable Weather, attended with keen Frost, Snow, Sleet, Hail, and Rain, which froze as it fell, in such a manner, that all the Trees were covered with Ice. On the 16th, the Ice in the Channel of *Hayes's* River, gave Way, and floated down gently with the Stream. Our People were all this Time constantly employed in making the Ships fit to go down the River; and accordingly, on the 29th, by the Help of a very high Tide, occasioned by a North West Wind, we warped to the very Mouth of the Creek, where we grounded, and lay there until the 2d of *June*, and it was with no small Labour, joined to the extraordinary good Fortune of higher Tides than usual, that we got off so soon.

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the Weather was sharp and cold, which might be called the Winter taking it's Leave; for thence forward, the Weather continued pretty warm. On the 5th, nineteen Canoes of *Indians*, laden with Furs, passed by us, in their Way to *York-Fort*, and the next Day seventy more, passed us in the like manner: These People came from the Countries, within Land; and were bound to our Factories, in order to dispose of their Staple Commodities. On the 9th, our Ships got down the River, as far as the Factory, where we took in our naval Stores, Provisions, &c. in Order to put to Sea, and prosecute the Discovery, upon which we were sent.

BEFORE I enter upon what happened in this Expedition, I think it will be proper for me to give some Account of this Settlement, of the adjacent Country, and of the Nature of that Commerce, for the promoting which it was established: And this I am the more willing to do, because I presume that what I have to offer, will be very acceptable to all Sorts of Readers, as carrying at once the Charms of Novelty, and the more solid Advantage of being capable of the most important Use; that of contributing to the Export of our national Manufactures, in a Degree much superior to what has been hitherto done; and this even previous to the Discovery of a North West Passage; so that it may be immediately turned to the Benefit of the Nation, and to the Support of the Poor, who are chiefly employed in fabricating the coarsest Sorts of our Woollen Goods.

*YORK-FORT* is seated on the *Southern Branch of Port Nelson River*, which is called *Hayes's River* within five Miles of it's Fall into the Sea, in the Latitude of  $57^{\circ}. 20'$  North, and in the Longitude of  $93^{\circ}. 58'$  West from the Meridian of *London*, which I determined by an Eclipse of the Moon, very carefully observed there, *February 14, 1747*. It is, to speak the Truth, nothing more than a square House, flanked with four small Bastions, all of them covered and converted at present either into lodging or Store Rooms. There are three small Pattereroes placed on each of the Curtains, the whole is pallisadoed, a Battery of pretty large Guns commands the River, a small Breast Work of Turf is thrown up by Way of Defence of that Battery, and in Time of War, the Number of People who reside there, amounts to thirty-three or thereabouts. It will be easily conceived from this Description, that how formidable soever *York-Fort* may appear to Savages, it is utterly incapable of being defended in case it should ever be attacked in a regular Way by an *European Enemy*.

ABOUT seven Miles from this Fort, there is a large Ridge  
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of Stones, and amongst them a vast Quantity of Pyrites exactly round, and very near the Size of a Six Pound Shot, which the *English*, who reside here, are so wise as to believe, the *French* actually cast into that Form, for their Cannon, when they attacked this Place. I mention this as a remarkable Piece of natural History, and as a plain Indication that this Country abounds with Metals, and those too of the most valuable Kinds; for the Pyrites always contain some small matter of Gold, are often pretty rich in Silver, but are seldom known to hold either Lead or Tin.

THIS is looked upon to be in all Respects the most valuable of the *Hudson's-Bay Company's* Settlements; because the most considerable Part of their Trade is carried on here, where it is computed they deal for between forty and fifty thousand rich Furs annually; and according to the Information I received from different Persons, which from their Consistency with each other, appeared to me the more credible, this Commerce might be raised with very little Industry, to five Times it's present Value. But by an unaccountable Policy, at least considered in a national Light, the Company discourage their Factories from extending the Trade, and give themselves no Sort of Trouble, to prevent the *French*, who are making daily Encroachments upon them, from settling upon their Rivers, and intercepting the choicest Kind of Furs, such as Otters, Martins, or Sables; which they purchase, because they are lightest, and, consequently, fittest for Carriage, as the Places where they buy them are at a great Distance from the *French* Settlements, so that heavy and coarse Goods would scarce turn to any Account; and they have the fairest Opportunity that can be of doing this, because the Natives are always inclined to deal with them preferable to the *English*.

THE Reason of this Preference given to the *French*, is a very plain one, viz. because they give a much better Price for what they purchase than is given by the *English*, as will evidently appear by considering that STANDARD, which the Company has established for the Regulation of their Trade. This Standard consists in reducing all Skins to Beaver; as for Instance: They reckon two Otters equal to a Bearer; in like manner, three Martins, and so of other Skins; whereas in Fact, each of those Skins is of greater Value than a Beaver; and, consequently, the Natives buy our Goods at thrice the Price that they can purchase them for from the *French*. It is true, that the *Indians* have Beaver Skins enough to supply their Wants, but as these are heavy and unfit for Carriage; they are constrained to bring down the lightest and most saleable, which

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which is a great Hardship upon them, and if the *French* were as near the *Northern*, as they are to the *Southern* Settlements, there is no doubt, that the Company's Trade, would be far from being so considerable as it is; for at *Moose-River* and *Albany* they can hardly purchase any thing, but the Refuse of the *French*; and yet an easy Remedy might be applied to this Evil, by dealing a little more upon the Square; for as on the one Hand, it is certain that the Natives have no particular liking to the *French*, so it is no less certain on the other, that we have it not only in our Power to sell as cheap as they, but even to undersell them, as we should undoubtedly do, if this Trade were not a Monopoly.

ANOTHER singular Maxim in the Company's Policy is this, that they commonly chuse their Factors from amongst the meanest and most illiterate of their Servants, and it is easy to apprehend, that such People are the least likely to make Improvements in Trade; especially when they have to do with Rivals, so cunning and so expert as the *French*. Yet it must be confessed, that they have Subtily enough to over-reach the poor *Indians*, and that they make no Scruple of exerting this Faculty of theirs to the utmost, by clapping their Thumb into the Measure, when they sell them Gunpowder, and by adding almost as much Water as Brandy, when they supply them with that Commodity: They likewise sell below the Standard, which the Company has fixed, by the Help of which Artifices, and supplying the Quacks beforementioned with the means of cheating their Countrymen, together with the Presents of the *Indians*, they raise what is called the Overplus Trade, which amounts to very near a Third of the whole. When these Circumstances are considered, it will not appear at all wonderful, that the Company's Exports do not exceed, at least commonly, three or four thousand Pounds a Year; or that in the Space of almost forty Years, *viz.* from 1699 to 1738, the whole Amount of the Goods of this Kingdom exported by them, did not exceed sixty thousand Pounds; which, with Respect to the Public, may be truly stiled very insignificant; tho' if we consider it, only in Regard to the small Number of Persons concerned in the Management of this Commerce, and the vast Profits raised thereby upon a small Stock, it will be found no such absurd Conduct, as at first Sight it seems. Neither is it a new Discovery in Commerce, that a Branch of Trade may be so managed, as to be highly profitable to a few, at the same Time that it is very disadvantageous to a Nation.

THAT this is really true, in the present Case, will appear plainly to any impartial Judge, who will be pleased to advert to the convenient Situation of their Settlements, the numerous Nations in their Neighbourhood, the vast Quantities of Furs in their Possession, and their Willingness to part with them for our Commodities; and who at the same Time likewise, will reflect on the vast Trade, which the *French* carry on with those very Nations, without having any such commodious Settlements, and notwithstanding their being exposed to many other Inconveniencies. To such a Person also it will readily occur, that if Settlements were made farther up the Rivers, proper Encouragements given to the Natives, and the Trade fixed upon a fair and equitable Foot, which even then would be highly beneficial to the *English*, all these Mischiefs would be speedily redressed; ten Times the Quantity of our Manufactures would be consumed; the Trade would be recovered from the *French*, who have no Right to it; and by employing Artificers at Home, Seamen abroad, and a considerable Number of Ships, would transfer to the Public that Wealth, which this Traffick is certainly capable of producing; and of which only a very small Part comes at present into the Pockets of a Handful of Men; who, provided they enjoy all they suffer it to produce, are content it shall produce but little. Such might be, and yet such is the Commerce of the *English* in *Hudson's Bay*.

As I have now performed my Promise, in some Measure, I hope to the Reader's Satisfaction; we will return again to the Expedition. On the 22d of *June*, we fell about three Miles below the Factory, where we came to an Anchor, and took in the Remainder of our Stores, and here the *California* buried another of her Men, who had been in a declining Way ever since we sailed from *England*. On the 23d, we fell down lower to a Place called *Five Fathom Hole*, where we anchored for that Night. On the 24th, having a fair Wind, we weighed Anchor, and passing the Shoals stood to the Northward on the Discovery. On the 25th, we sailed through much broken Ice; but by standing in close to the Shore, we avoided the thickest Part of it, tho' a great deal continued in Sight, 'till we got to the Northward of *Cape Churchill*, where we had a clear Sea, and proceeded without Difficulty, 'till the last of this Month, when we made *Centry Island*, in the Latitude of  $61^{\circ} 40'$  North.

On the 1st of *July*, the *Resolution* came along Side of the *Dobbs*, and took in Provision and Sea-Stores, sufficient for the Use of ten Men, for two Months. This being done, Captain

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tain Moore with eight Hands and myself, went on board, in order to examine the Coasts. Before we quitted the Ship, the Captain gave his Orders to the Chief Mate, which were to proceed to *Marble Island*, and wait there 'till we joined them. The Ships thereupon sailed to the Northward, and we stood in for the Shore, where we grappled for that Night. On the 2d of *July*, we continued to sail along Shore to the Northward, through a great deal of broken Ice; which, with the rocky Shoals, that run two or three Miles into the Sea, made it very dangerous. The *Eskimaux* who inhabit the Sea Coasts to the Northward of the Company's Settlements, appeared from Time to Time in small Bodies of forty or fifty together, upon the Eminencies of the Islands on that Shore, shouting, and making Signals for us to approach, but we proceeded on our Course without minding them, until we arrived at *Knight's Island* in the Latitude of 62°. 2'. North, where we anchored that Night. Here we tried the Tide, and found it rise ten Feet at High Water, which at full and change of the Moon, was at half an Hour past Four.

We weighed from thence and endeavoured to stand in with the West Shore, where a large Opening appeared, but we were prevented by the Ice from approaching it. But the Weather growing tempestuous, and the Ice driving about in large Pieces, we found it necessary to bear away again for *Knight's Island*, where we took shelter till the 5th, when the Sea was much clearer. In the mean Time, two Canoes full of *Eskimaux* came off to us from the West Coast, and upon our signifying that we wanted Whalebone, they immediately left us, but quickly returned with a considerable Quantity of that, and a large Parcel of Bladders filled with Train Oil. We purchased the former with small Hatchets, Knives, Bits of Iron Hoops, and other Things; but as for the Oil, as we did not care to encumber ourselves with it, we let them carry it away, tho' they would very willingly have sold it, and no doubt would have offered us a good Bargain; for they intimated to us besides, that they had considerable Quantities, both of that and of Whalebone, upon the Islands that lay in sight of us to the Westward, and were very pressing to have us go thither; but this, as our Business was not Trade, we thought fit to decline. Here we saw great Numbers of Seals and white Whales, and had several Islands in View, such as *Sir Bibo's*, *Merry's*, *Jones's*, &c. all rocky and barren, quite destitute of Trees, and indeed of Herbage, excepting Scurvy-Grass, and a few other Plants which are common in *Groenland* and *Lapland*. Upon these, and indeed upon all the Islands on this



Coast there are Graves of the *Eskimaux*, and Stones which they set up for some Reason no doubt; but what that Reason is we are as yet ignorant, tho' the Thing has been taken notice of, ever since these Coasts were visited by the *English* for Trade, or for Discoveries.

I CANNOT help taking Notice in this Place, of an Accident which happened to us, and which as it was the Object of our Astonishment then, has been also very often the Subject of my serious Thoughts since. In short, amongst these Islands and in sailing thro' the Ice, the Needles of our Compasses lost their Magnetical Qualities; one seeming to act from this Direction, and another under that, and yet they were not for any considerable space of Time constant to any; We laboured to remedy this Evil by retouching them with an artificial Magnet, but to very little purpose; for if they recovered their Powers by this Means, they presently lost them again; so that we were thoroughly convinced this was no radical Cure of their Disorder, which, as it was visible to all on Board the *Resolution*, so it is not an Accident taken notice of only by me; and therefore the Matter of Fact may be considered as a Thing incontestable; but the Business is how to account for it, by assigning a rational and probable Cause of an Effect, in it's first Appearance, so very extraordinary. The Discussing, and even the attempting to discuss Questions of this Nature, is highly serviceable, as it tends to the Improvement of useful Knowledge, by adding to that Stock, of which the Learned are at present in Possession.

THE Notions which the Antients had of the Power of the Magnet or Loadstone, were very imperfect, and therefore we need not wonder that there is somewhat of Confusion, and much of Obscurity in the Accounts they have laboured to give us, of the Causes of those Powers. The Opinion that principally prevails among the Moderns, is that of *Des Cartes*, maintained by *Malebranche*, *Robault*, and other Authors; and even admitted and confirmed by Mr. *Boyle* and later Philosophers. In this it is supposed there is continually flowing, from the Poles of the World, a subtle, impalpable, and invisible Matter, channelled, or striated: Which Matter, circulating round the Earth, in the Plains of the Meridians, re-enters at the Pole, opposite to that from which it issued; and passes again thro' the Poles parallel to it's Axis: That the Magnet has two Poles answerable to those of the Earth, and that out of these there issues a Matter like that just mentioned: That this Matter, entering in at one of the Poles, gives the

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Impulse whereby Iron tends to the Magnet, and produces what we call *Attraction*. Now besides the magnetical Matter re-entering the Poles of the Magnet, there is always a certain Quantity thereof circulating round the Magnet; composing a kind of Vortex about it. The Space wherein this Matter moves, is the Sphere of Activity of the Magnet, within which it's attractive Faculty is confined. As to it's directive Faculty, or the Inclination of a Needle, touched with it, to the Poles of the World, and it's Dip to a Point beneath the Horizon, they follow from the same Principle; since were the Magnet or Needle to have any other Situation, the *magnetic* Matter would strike on it's other Surface in vain; and not being able to get admission, would, by Degrees change it's Situation, 'till it's Pores corresponded to the Course of the magnetical Matter; which Situation having once acquired, it would cease to move; the magnetical Matter then ceasing to disturb it. The Form or Essence of a Magnet, therefore is supposed to consist in it's being perforated by an infinite Number of parallel Pores; some whereof are disposed to admit the striated Matter from the *North* Pole of the World, others that of the *South*; hence the *North* and *South* Poles of the Magnet; and hence the first Hint perhaps of making artificial Magnets.

It may indeed be objected, that all this is Supposition, and that it is not possible to support it by any direct Proof; yet whoever considers this attentively, will discern, that where no such Proof can be had, probable Suppositions ought to take Place, till future Discoveries make it evident that they are false; and also that where direct Proofs are not to be had, it is altogether improper to demand them. If we apply this Reasoning to the Matter in question, we are to enquire what Causes may be assigned for this singular Appearance; and then we are to consider next, which of them is most reconcileable to this Hypothesis? As for instance, it may in the first Place be said, that this sudden Alteration of the Needles, proceeded from our near Approach to the North magnetic Pole, according to the System of Dr. Halley; and to this I should have been glad to have ascribed it, because then we should have had some kind of Evidence, in favour of that System, which in it's Contrivance, is certainly most ingenious. There are however several Reasons arising from the Circumstances before related, that will not allow us to admit of this Cause; and of these I shall mention three, that appear to me the most material. The first is, that in Fact, we were not near that Pole; at least as Dr. Halley first placed it, since he supposed it  $13^{\circ}$ .

30'. (for as to the Poles, he afterwards supposed they were still farther removed) from the Pole of the Earth; whereas we were almost 28°. from it, and he places it in the Longitude of 30°. East from the Meridian of London, whereas we were above 90°. West from the same Meridian. *Secondly*, If this had been the Cause, it would have operated equally, and the Compasses would have had the same Direction, which they had not. *Thirdly*, The very same Accident has happened in other Parts of *Hudson's Straits*, and indeed in several other Parts of the World; and therefore the Nearness of the Magnetic Pole could not be the Cause both here and there; tho' there is nothing absurd in supposing it might not be the Cause any where.

ANOTHER Method suggested for the Solution of this Difficulty, was the Vicinity of some large mineral Body, that might disturb and divert the regular Direction of the Needles. Now if we should allow this to be not only possible, but probable, which, perhaps, is more than can be said for it, either from the Principles of the received Philosophy, or from the Evidence of Experiments; yet it could not be admitted as the Cause in this Case, since that too, must have acted equally; and tho' it had altered, the true would have given some certain Direction to the Needles, which, as we observed before, was not the Case; and besides, had it been so, no Remedy whatever could have been found, except the plain and natural one of removing out of the Sphere of Activity, which such a mineral Body must be presumed to have; and yet, as we shall see hereafter, another Remedy was found, which could have no Relation whatever, either to this, or to the former Cause.

THE last Cause, to which this Event has been ascribed, is Cold; arising from the Nearness and Quantity of Ice; which, as it has a known and sensible Operation upon the Air, may be conceived to act also on the magnetic Particles, floating therein, or perhaps upon the Needle itself, by Constriction of it's Pores; for which ever Way it is supposed to act, the Consequence will be much the same, and contribute equally to the Solution of the present Question. If notwithstanding what has been said of the Reasonableness of admitting, in such Cases, probable Suppositions, some farther Proof should still be required; I think, that may be likewise met with, in the single and simple Remedy, by which we were delivered from this Embarrassment; and this was no other than carrying the Compasses into a warm Place; when the Needles very speedily resumed their Activity, and pointed as usual, by their being again permeated by the subtle magnetic Matter. It may be

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alleged, in admit it, that fell un the same T was so far mation of t might act a very well fo allowed the cause at the not but con the Force e magnetic P Needles; a recovering Contrariety Cold. It this Cause not preclud considering ner in whi in supposin ferent Cau more Evid that Hypot at present whether p clearly or submitted for if it Truth, w tions, it v gression, Excuse, I

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alleged, in Favour of this Cause, that if we think proper to admit it, we shall find, that it reaches all the Circumstances that fell under our Notice; for in the first Place we see, that the same Thing happening in other Parts of *Hudson's Straits*, was so far from being an Objection, that it is really a Confirmation of the Truth of this Supposition; since the same Cause might act as powerfully there as here. *Secondly*, It accounts very well for that Uncertainty, Unsteadiness, and, if I may be allowed the Expression, Distraction, the Needles suffered; because at the same Time, that we ascribe this to Cold, we cannot but conceive that it must act variously, in Proportion to the Force of the frigorific Power, the Configuration of the magnetic Particles, and the Structure of the Pores in the Needles; and, *thirdly*, this accords perfectly with the Needles recovering their Activity, in the warm Air, by that reciprocal Contrariety which appears in all the Operations of Heat and Cold. It may not be amiss however to observe, that tho' this Cause may be admitted upon this Occasion; yet it does not preclude the Operation of other Causes in other Places; for considering the Subtily of the magnetic Effluvia, and the manner in which we apprehend they act, there is nothing absurd in supposing, that their Operations may be disturbed by different Causes; and the more of these we can find, so many more Evidences we shall from thence derive in Favour of that Hypothesis, in Relation to Magnetism, which is received at present. But all I have delivered, whether rational or not, whether probable or otherwise, whether well or ill conceived, clearly or obscurely expressed, or in fine, whatever it be, is submitted to the Censure of the candid and judicious Reader; for if it leads him in any Degree to the Discovery of the Truth, whether it be by admitting or disapproving my Notions, it will effectually answer the End aimed at by this Digression, for which, presuming this may pass for a tolerable Excuse, I take up the Thread of my Story, where I let it fall.

ON the 5th we weighed and stood over to the South Side of *Sir Biby's Island*, in Hopes that we should have been able to enter the Opening, that we attempted before; but we had once more the same Misfortune; for the Ice driving out and in, in very large Pieces, we found ourselves again obliged to desist. It was here that six Canoes full of *Esquimaux* came on board with a large Parcel of Whalebone, which we purchased upon Terms as much to their Satisfaction, as to our Profit; but notwithstanding they were very desirous to have us stand in nearer the Land, and for that Purpose, repeated all their former Signals; yet as our Business was Discovery, and not

Commerce,

Commerce, we slighted these Sollicitations, and stood to the Northward as far as the Latitude of  $62^{\circ} 12'$ . Then we steered to the North West, and after passing over several Shoals, and running between many low Islands, we entered *Nevill's Bay*, being the same we attempted at the South End of *Sir Biby's Island*, which in a manner covers it, lying at the Distance of about five Leagues to the South East. When one is in it, this appears to be a very capacious Bay, well sheltered from the Sea; and in the Bottom of it is a pretty large River running Westward. The main Land about it is of an easy Ascent, and consists chiefly of a smooth Rock, covered with Moss, with here and there a few small Plants. The easiest Entrance into *Nevill's Bay*, is between the South West End of *Sir Biby's Island*, and the main Land.

ON the 8th, we sailed with an Intention to coast to the Northward, but in repassing the Shoals, the Tide swept us upon a Ridge of Stones, where our Vessel was very near being stove to Pieces. While we were in this hazardous Situation, there came off to us six Canoes of *Eskimaux* with Whalebone, which we bought of them. They were very sensible of the Distress we were in, but so far from taking any Advantage of us, that they were not only extremely civil, but highly serviceable; for when the Tide of Flood floated us off, an old Man, who seemed better acquainted with the Place than the rest, paddled before us, pointed out the Shoals, and kept in the deep Water; so that it was in some Measure by his Assistance, that the *Resolution* not only escaped being lost, but escaped also, without suffering any Damage. Whatever therefore the *French* Writers, or even some of our own may say, in Prejudice to the Character of these poor People, it is but bare Justice in us to own, that they treated us not only with Humanity, but with great Kindness and Friendship.

I MUST confess, that I could not help admiring very much, not only the Industry, but the Ingenuity of these People; who for Want of Iron are frequently obliged to make not only the Barbs of their Arrows, Darts and Harpoons, but also Hatchets and Knives, of Stones, Sea-Horse Teeth, or Sea-Unicorn Horns, which Creatures abound here; and it is not easy to say how dextrously they use Materials, which to us seem so very improper for Purposes to which they employ them. Their Needles are also made of the same Stuff, notwithstanding which their Cloaths are perfectly well sewed, and are not only strong and close, but very neatly made, in the same manner as those of the People we met with in *Hudson's Straits*, which have been more particularly described; and therefore we will spare

spare the Reader from hence them in the clude them must be acknowledged and better plished Art they have which is the

It will be that the Bo cut Leather and the Whalebone been before in which the tioned, and Buffalo's it is very Country are hanging over then it is e for this De as they are count given the Figure of them while be allowed to raise a sh tho' they People.

WHEN monly carry Oil, as our Contents with them, whether through the Probability Effects even mate, which induced to the Inhabitants of Scotland, a Fat of Sol They also

spare the Reader the Trouble of any Repetitions here. It is from hence, as well as from the great Conformity between them in their Language, Persons, and Customs, that we conclude them to have been originally one People; but then it must be acknowledged, that these are a more affable, friendly and better disposed Sort of Folks, as well as more accomplished Artists in those several Branches of Mechanicks, which they have been taught by one common Mistress, Necessity, which is the sole Mother of Invention amongst them.

It will in some Measure, justify this Observation to remark, that the Borders of their Habits are commonly fringed with cut Leather, and are sometimes hung with Fawns Teeth; and the Women do not stick out the Sides of their Boots with Whalebone, as the other *Eskimaux* do, whose Customs have been before described. There is also another Circumstance in which these People likewise differ from those formerly mentioned, and that is in wearing a Cap made of the Skin of a Buffalo's Tail; which, tho' it has a horrid Appearance, yet it is very useful in keeping off the Musketoos, which in this Country are excessively troublesome. It is true, that the Hair hanging over their Faces somewhat obstructs their Sight; yet then it is easily removed with their Hands; but if it was not for this Defence, those Insects would be insupportable here, as they are in some Parts of *Lapland*, according to the Account given us by Mr. *Maupertuis*, in his excellent Book of the Figure of the Earth. For this Purpose their Children wear them while they hang at their Mothers Backs, when it must be allowed, that they make a most dismal Figure, and are apt to raise a shocking Idea of the Barbarity of these Savages, tho' they are nevertheless a very harmless and inoffensive People.

When they go to Sea, in order to catch Fish, they commonly carry with them in their Boats, a Bladder full of Train Oil, as our People do a Dram Bottle, and seem to drink the Contents with the same Relish; nay, we have sometimes seen them, when their Stock was out, draw the very Bladder through their Teeth with much seeming Satisfaction. In all Probability they are convinced by Experience, of the salutary Effects even of this coarse Kind of Oil, in this rigorous Climate, which makes them so fond of it; and I am the rather induced to be of this Opinion, because I have heard, that the Inhabitants of *St. Kilda*, a rocky Island on the Coast of *Scotland*, are no less pleased with the Oil they make from the Fat of *Soland* Geese, which must be very near as rancid. They also make use of this Oil for their Lamps, which are made



made of Stone, hollowed out with some Difficulty, and as artificially as can be well expected, considering the Tools they work with; and for the Wick, instead of Cotton, which we use, they have recourse to dried Goose Dung, a very poor Shift indeed, but still better than none.

THEY have a very dextrous Method of kindling Fire; in order to which, they prepare two small Pieces of dry Wood, which having made flat, they next make a small Hole in each, and having fitted into these Holes a little cylindrical Piece of Wood, to which a Thong is fastened, they whirl it about thereby with such a Velocity, that by rubbing the Pieces of Wood one against the other, this Motion soon sets them on fire; and then by applying the lighted Piece of Wood to dry Moss, in the same Manner that we use Tinder, they make as great a Fire as they please. It will be proper to add, that what little Timber they have, is entirely Drift Wood; and this failing them in the Winter, they are obliged to make use of their Lamps before described, for the Supply of their Family Occasions. A Notion has pretty generally prevailed, as if these People lived under Ground in the Winter; but that this is absolutely a Mistake will appear from hence, that the Country in which they live, is for the most Part one continued Rock; and tho' possibly there may be a considerable Depth of Soil in some of their Vallies; yet this being froze almost as hard as that Rock, such a Manner of living must be to them impracticable. After having mentioned some Instances of their Ingenuity, it may perhaps amuse the Reader, if I give him one of their Simplicity. These poor Creatures were so far from being jealous of their Wives, that they would willingly have prostituted them to us, from a Notion, that our Children by them would have been in every respect as much superior to their Nation, as they took us to be; for they conceive that in the most literal Sense, every Man begets his like; and that the Son of a Captain must be a Captain, and so of the rest.

WE sailed from hence, directing our Course to the Eastward, and on the 9th of July, arrived and anchored at *Sea Horse* Island, which is very properly named, there being a prodigious Resort of those Creatures thither; and this being their Season of Propagation, they were excessively furious, roaring in a terrible Manner; many of them flouncing about upon the Beach, and much greater Numbers in the Sea that washes it's Coasts. As this is the most Eastward of all the Islands before mentioned, it is the least visited by the Savages of any, as lying most out of their Way; and as this is probably the

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Reason, that to breed; so in vast Flocks of Loons, Brown a Place where

ON the 10 many small arrived at *Whale* discovered to there were many Savages to visit make it their upon the most It was upon a go a Shore in casions, in w the Men. W by about two Children, for them, in order that Purpose to look out for this Reason Tide of Flood Board the *Ref*

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Reason, that the Sea Horses resort thither in such Numbers to breed; so it is also the Cause of its being frequented by vast Flocks of Sea Fowl, such as Pidgeons, Gulls, Mews, Loons, Brown Ducks, &c. and this is all that I can say, of a Place where we did but just touch.

ON the 10th we weighed, and stood along Shoar among many small Islands, and Pieces of floating Ice, till we arrived at *Whale-Cove*, in the Latitude of  $62^{\circ} 30'$  North. We discovered to the Westward of this Place a Bay, in which there were many Islands, from whence there came off a few Savages to visit us; for it is to be observed, that they always make it their Choice, to fix themselves, in the Summer Season, upon the most desolate Islands, for the Conveniency of Fishing. It was upon one of these Islands the Captain thought proper to go a Shore in a little Boat, that we made use of upon such Occasions, in which I accompanied him, together with two of the Men. We were no sooner on Shore, than we were met by about twenty *Eskimaux*, but most of them Women and Children, for the Men were gone a fishing; we quickly left them, in order to take a View of the Place; and having for that Purpose gained the highest Part of the Island, we began to look out for some considerable Opening, but in vain: and for this Reason therefore, as well as because we observed the Tide of Flood coming in from the Eastward, we returned on Board the *Resolution*, without making any long Stay.

WE sailed again on the 11th, and arrived the same Day at a Point, in the Latitude of  $62^{\circ} 47'$  North, from whence we discovered a large Opening, running to the Westward, to which I gave the Name of *Corbet's Inlet*. We did not enter this Opening for two Reasons, first, because the Tide of Flood came in from the Eastward; and secondly, because Captain *Moor* thought he saw the End of it; so that after some short Inter-course with the *Eskimaux*, who are pretty numerous in these Parts, and supplying ourselves with fresh Water, of which we found great Plenty in the Cavities of the Rocks, occasioned by the melting of the Snows; we resolved to return again to the Ships, which we accordingly did on the 13th, and found them both lying at anchor in a tolerable good Road, between *Marble Island*, and the Main.

THE first News we heard, was, that in our Absence, the *Dobbs* Galley had been exposed to a good deal of Danger, from the Ice driving down upon her, out of *Rankin's Inlet*, which lies about four Leagues to the Westward, and where about that Time the Ice had broke up. Into this Place Capt. *Smith* had sent his Chief and Second Mates to examine it, and,

and, according to the Report of the former, after sailing about thirty Leagues upon different Courses, from West, round to the East of the North, it was found to terminate in a Bay; the Land thereabouts much the same with what has been before described. According to the Accounts given of that Place by Mr. *Westol*, the second Mate, before this Search was made, there seemed to be some Probability of a Passage, which induced Capt. *Smith* to attempt entering it with his Ship; but being very soon embarrassed by dangerous Rocks and Shoals, he desisted, and bore away back to *Marble-Island*. The very same Morning that we got on Board the *Dobbs-Galley*, Captain *Smith* of the *California*, had sent his Long-Boat with the Second Mate, to search all the Coast between Cape *Jalabert*, in Latitude  $63^{\circ} 15'$  North, to Cape *Fullerton*, in Latitude  $64^{\circ} 15'$  North. There arrived while we remained here six *Eskimaux* on board us, from whom we bought the Flesh of four Seals to make Train-Oil, and then dismissed them, firing at their departure one of our Great Guns; the Sound of which, being echoed from all the neighbouring Rocks, made such a terrible Noise, as frightened them extremely, so that they never afterwards came near us.

We weighed on the 14th in Company with the *California*, and steered to the Northward, dispatching at the same Time the *Resolution*, under the Command of our chief Mate, to make the same Tour that had been proposed for the *California's* Long-Boat, with Instructions to join us again about Cape *Fullerton*. We sailed all the next Day through very thick Shoals of Ice, which at length grew impassable; so that we and the *California* were both obliged to grapple to a very large Field, as the Seamen in this Part of the World term it, till by it's Separation we might obtain a safe Passage; and while we lay thus we saw vast numbers of Seals and Sea-Horses lying basking upon the Ice-Field, nor did we give them much Disturbance.

On the 16th the Ice parting, we cast loose and stood in for the Shore, where we soon got pretty clear of it; but in escaping one Difficulty, we found ourselves involved in another; for this is a Shore, along which there is no sailing, but with the utmost Caution, as there are many rocky Shoals that run a Mile or two out, and are dry at half Tide. We met with more Ice on the 18th, and to avoid it we plyed to and fro, the rather, because this being the proper Station to cruise for the Boats, there was no Time lost. But as they did not join us as soon as we expected, we began to grow impatient and uneasy, and at length it was agreed that the Ships should

should separate accordingly to the Northward, in consequence to a Land to which we called *Land Fry*, in the Passage we were upon trying that it rose Full and Clear three o'Clock rose pretty were of a bare. The Turf, with bearing yellow Bloom, which were great ny. We upon which well in Sallad there is abundance near the Pole in it's Form Scurvy-Grass Deer browse so much as requisite we for us in the the Water Food, as was about the Size Sea Weed of Length of least it seems very few Climate.

It was our resolution before the more necessary was now given make use of we fell in Consideration solved that

should separate, in order to go in quest of them; and accordingly the *California* stood to the South, and we to the Northward. In the mean Time I went ashore with the Pinnace to a Head-Land, in the Latitude of  $64^{\circ} 32'$  North, to which we gave the Name of *Cape Fry*, in Honour of Rowland Fry, Esq; one of the North West Committee. In our Passage we saw several Whales sporting nigh the Shore, and upon trying the Tide, we found it came from the North, that it rose upon the Shore about ten Feet, and that at the Full and Change of the Moon, it was High Water about three o'Clock. The Coast here was of an easy Ascent, but rose pretty high; at a Distance from the Shore, the Hills were of a red coloured Rock, very smooth, and absolutely bare. The Soil in the Vallies between them was a kind of Turf, with pretty long Grass, and here and there some Plants bearing yellow Flowers; as also a Kind of Vetch, then in Bloom, which bore blue and red Flowers. Of these there were great Plenty near the Ponds, of which we found many. We likewise observed several Banks of white Sand, upon which grew an Herb like Chickweed, that tasted very well in Salad, and great Quantities of Scurvy-Grass, of which there is abundance in these Northern Countries, and even so near the Pole, as in *Spitzbergen*; but it is somewhat different in it's Form, as well as much milder in it's Taste than the Scurvy-Grass that grows here. We saw several Herds of Deer browsing on the Sides of the Hills, but we had not Time so much as to aim at chasing or killing them, because it was requisite we should go aboard the *Dobbs Galley*, which waited for us in the Offing. We observed in our Passage back, that the Water was very thick, with what the Sailors call Whale Food, as well that of the Jelly-kind as of a smaller Sort, about the Size of a large Fly, and of a black Colour. The Sea Weed grows here to an extraordinary Size, some to the Length of thirty Feet, which I mention, because to me at least it seems very extraordinary, in as much as there are but very few Vegetables on Shore, from the Severity of the Climate.

It was on the 21st that we sailed in Pursuance of the Resolution before mentioned, in search of our Boats, which was the more necessary, because the properest Season for Discovery was now gliding away, without our having it in our Power to make use of it, for want of those Boats. The next Day we fell in Company with the *California*, and upon mature Consideration of the present State of our Affairs, it was resolved that we should wait no longer than the 28th; and that

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in the mean Time, the *California* should go as far South as the Latitude of  $64^{\circ}$ . and the *Dobbs* to the Latitude of  $65^{\circ}$ . N. We took also the necessary Precautions to prevent any Accidents that might happen by the Boats passing by, while we were thus employed, and not knowing where to follow or to join us. It was with this View that the Pinnaces of each Ship with proper Officers aboard them, were sent to erect a Pole with a Flag flying on Cape Fry; at the Foot of which a Letter was buried, containing Instructions for the People to act by, who were in the Boats, and an Information where we were gone. We likewise took care for fear they should not observe this, to moor a large Cask about a Mile and half from the Shore, where we judged it most certain that the Boats must pass, and upon this also was fixed a small Flag, with an Intimation, that they should repair to Cape Fry for farther Intelligence.

ALL Things thus settled, we sailed on the 23<sup>d</sup> to the Northward, as the *California* did to the South. When we had reached the Latitude of  $65^{\circ}$ .  $5'$ . I went in the Pinnace with the second Mate, and six Hands a-shore, on the West Coast of the *Welcome* in order to try the Tide; and here we found the Flood still coming from the Northward, and the Time of High Water to be pretty near the same as at Cape Fry; but it rose above three Feet higher upon a Pole, which we set up at Low Water Mark, in order to make the Experiment with greater Certainty. The Country differed little from that about Cape Fry, except that it appeared somewhat higher; and here as well as there we saw great Herds of Deer feeding. In our Passage also we took Notice of several Black Whales; and I cannot but observe, that considering the Numbers we saw upon this Coast, it is a Thing very probable, that a most advantageous Fishery might be carried on here from the Factories; which would be a Thing of great Consequence to the Nation, as for many Years past, we have made little or no Progress in the Whale-Fishery, notwithstanding the extraordinary Encouragement afforded by the Legislature, in order to remove that Necessity which we are under of purchasing both Whalebone and Train Oil from abroad. It seems also more reasonable to make a Tryal of this here, than either in *Davis's-Straits*, or on the Coast of *Spitzbergen*, as the *Welcome* is less embarrassed with Ice, and the Water is shoaler, which those, who are at all acquainted with the Nature of that Fishery, very well know, are both of them Points of Consequence. After finishing our Business a-shore, with as much expedition as possible, and making as many Observations as we could in

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our Passage Day.

WE failed of the Pleasure of seeing the two Boats. They found a Latitude of  $10'$ . North. They found a Latitude of the Longitude three or four Miles sailing eight miles wide: That but then it became ten Leagues came but four perceive the proceeding from transparent, and grew fresher, met in their Passage. Expence had Venison, and Oil, of which Time. This and, consequently which however from the Circumstances certainly very regard to the Distance.

It is highly probable that communication with the Whalers perhaps have an effect in the Western Ocean. The practice of in running. This is faster by one hour, tho' it was upon the last Hours the next Place, than an immediate return is nothing in itself will be farther than at first Sight to be against a Passage to the Surface, as this was the

our Passage, we returned aboard the *Dobbs-Galley* the same Day.

WE sailed back on the 26th to *Cape Fry*, and had there the Pleasure of meeting with the *California*, in Company with the two Boats, which had joined her in the Latitude of  $64^{\circ}$ .  $10'$ . North. The Officers on board them reported, that they found an Inlet, in the Latitude of  $64^{\circ}$ . North, and in the Longitude of  $32'$ . East from *Marble-Island*, which was three or four Leagues wide at the Entrance; but upon their sailing eight Leagues up it, increased to six or seven Leagues wide: That their Course so far, was N. N. W. by Compass, but then it began to turn more to the Westward; that sailing ten Leagues higher it grew narrower by Degrees, 'till it became but four Leagues wide; that notwithstanding they could perceive the Shores open again, they were discouraged from proceeding farther, because that the Water from being Salt, transparent, and deep; with steep Shores, and strong Currents, grew fresher, thicker, and shallower, at that Height; that they met in their Passage, with many of the *Eskimaux*, who at a light Expence had supplied them with considerable quantity of fresh Venison, and would have procured them more, as well as Train-Oil, of which they had Abundance, if they could have spared Time. This was all the Account they gave us, or could give us; and, consequently, the Issue of this Inlet, is absolutely unknown; which however does not at all hinder our Reasoning about it, from the Circumstances that are before laid down, which are certainly very curious and remarkable, when considered in Regard to the Discovery we were sent to make.

It is highly probable, that this Inlet may have some Communication with a great Lake within Land, which may perhaps have another Outlet of the like Nature, into the great Western Ocean; and one Circumstance which they took Notice of in running up it, gives great Weight to this Conjecture. This Circumstance was, that the Stream of Ebb run faster by one Half than in the *Thames*, for ten Hours in twelve, tho' it was upwards of twelve Miles broad, and for the two last Hours the Flood caused the Water to stand still. In the next Place, tho' I cannot take upon me to say, that here is an immediate Passage; yet, I think, I may safely assert, there is nothing in their Report, that proves the contrary; but this will be farther considered in the Sequel. It is very true, that at first Sight the Freshness of the Water may seem conclusive against a Passage; but if it had been quite fresh, I mean upon the Surface, it would have been far from being so; because as this was the Season, when the Snows were melting and  
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draining off the Land, even that might have been expected, and would have been no more than what is found in the *Baltick*, and on the West Coasts of *Africa*, after the rainy Months. In the last Place it may be proper to remark, that tho' the Tide of Flood coming from the West, would have been a direct and absolute Proof of it's being a Passage to another Sea, yet a Flood from the East, is by no means such an absolute and direct Proof to the contrary, because it is well known, that in the Straits of *Magellan*, the Tides from the two Oceans meet one another; and there is good Reason to believe, that whenever a Discovery is made of a North West Passage, the like will also be found there.

As we were now so near the *Wager*, and being absolutely certain the main Tide in the *Welcome* came from the North, the Captains were both of Opinion that it was incumbent upon them to determine what might be found there, considering the warm Dispute there had been about it, between *Arthur Dobbs*, Esq; and Capt. *Middleton*; and the great Expectations which this Dispute had raised in the World, as well as the near Relation that it had to the present Expedition; so that the neglecting it might have been looked upon as an inexcusable Omission, and the World have been still left in suspense, whether it was a Strait as the former of those Gentlemen, from various, very probable Reasons, had concluded it to be; or a fresh Water River, as it was asserted to be by the Captain.

BUT notwithstanding these pressing Reasons, and the strong Inclination every body shewed for settling this Point, it was the 29th of the Month, before we entered this Place.

*WAGER-STRAIT*, as it was then called, lies in the Latitude of  $65^{\circ} 33'$  North, and in the Longitude of  $88^{\circ} 00'$  West from *London*, having on the North Side of it's Entrance *Cape Montague*, and on the South *Cape Dobbs*. The narrowest Part of it is about five Leagues to the Westward of the last mentioned Cape, where it is about five miles over, or scarce so much, there the Tide runs like a Sluice: So that it may be affirmed with certainty, that at Spring-Tides it runs at the Rate of eight or nine Miles an Hour. While our Ships were in this Place, we had very little Command of them, the Current being so rapid, that the *California* was carried four or five Times round, notwithstanding the utmost Endeavours were used by those aboard her to prevent it. To say the Truth, there could not be a more surprizing Spectacle, than to see how the Water raged, foamed, boiled and whirled about as if it had been a great Torrent, broken by many Rocks, all which Appearances however seem to have no other Cause

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Cause than the Narrowness of the Channel, in Proportion to the vast Body of Water that passes through it. There were a great many Pieces of stragling Ice, that came in with us, from the *Welcome*; and tho' we went at a great Rate through the Water, yet these Pieces of Ice, by the Force of irregular Currents, ran sometimes a-head, and then fell a-stern of us again. We were about three Hours in this Situation, but at length having passed *Savage-Sound*, where the Tide is less rapid, as the Channel becomes broader, we found ourselves more at our Ease, and in greater Safety. This Sound is formed by a Chain of small Islands, that stretch along at some Distance from the North Shore, behind which Captain *Middleton* lay, when formerly in this Place. On the 30th, we found ourselves off *Deer-Sound*, which is an indifferent good Road, about eight or ten Leagues higher up on the same Side of the Strait. We discovered soon after, a very good Place for securing the Ships, surrounded in a manner with high rocky Islands, which shelter it almost from every Wind; to this we gave the Name of *Douglas-Harbour*, in Honour of *James* and *Henry Douglas*, Esqrs; Members of the North West Committee. After mooring our Ships in between twelve and eighteen Fathom Water, we deliberated again upon the proper Method to be pursued, in order to determine clearly whether the *Wager* was a River, a Strait, or a Bay, and this produced the following Resolution, which was the Grounds of our subsequent Proceedings.

*At a Council held on Board the Dobbs Galley, in Douglafs Harbour, Wager Straits, July the 30th, 1747.*

P R E S E N T,

Captain *WILLIAM MOORE*,  
Captain *FRANCIS SMITH*, &c.

' **B** E I N G now at Anchor in a safe Harbour, about thirty Leagues up the said Strait, and finding good Encouragement to go farther, we have met to debate on the most effectual and expeditious Method to be pursued therein; and after mature Consideration, we have unanimously agreed, that the Ships shall remain where they now lie, and that the Boats of each Ship shall depart at the first of the Flood to-morrow Morning, up the said Strait, as far, if possible, as to determine whether it is a Passage to the Western Ocean of *America*, or not, which is to be done with all the Expedition

'pedition and Accuracy the Nature of the Business will permit; but in order that that the Ships may not be detained in this Northern Latitude, longer than they may with safety, by waiting for the Boats: it is resolved, if they should not return by the 25th of *August* next ensuing, then the Commanding Officers of both Ships, are to proceed with the *Dobbs Galley* and *California* for *England*, &c.

IN Pursuance of this Resolution, the Captains of the *Dobbs Galley* and of the *California*, sailed with proper Officers, and a sufficient Number of Hands in the Boats, belonging to their respective Ships, upon the last Day of this Month, with a fair and fine Gale, keeping a North West by West Course, till the Strait diminished in Breadth, from ten Leagues to scarce one. At this time, which was pretty near the Approach of Night, we were alarmed with a very loud unaccountable Noise, resembling the Sound of a vast Cataract, or prodigious Fall of Water, but could not discover from whence it came; it was therefore thought necessary to come immediately to an Anchor, that some of us might go a-shore, and see what Discoveries might be that Way made. This was accordingly done; but before we could gain the Top of the Eminence, for the Shore proved excessively rocky and steep, it was become so dark, that we found all the Pains we had taken entirely thrown away, and were obliged to return to our Boat very weary; and yet no whit wiser than when we went. I cannot help, however taking Notice that in ascending these Mountains, we had at once as great, as gloomy and as awful a Prospect, as perhaps ever astonished mortal Eyes. While we walked along the Beach, the ragged Rocks above seemed pendent over our Heads: In some Places there were falls of Water, dashing from Cliff to Cliff; from others hung prodigious Icicles in Rows; one behind another, like the Pipes of a vast Organ. But the most tremendous Part of the Scene were the shattered Craggs that lay at our Feet, and appeared plainly to have burst from the Mountain Tops, thro' the expansive Power of the rigorous Frosts, and so rolled with inexpressible Fury down the Sides, 'till they reached those Places where the Ruins now lay: I call them Ruins; for such they properly were: And if there is something that deeply affects us, when we behold either the Waste of War, or the Devastations of Time, it may be easily conceived, that something much more terrible must be felt from the Sight of these amazing Relicks of the Wreck of Nature.

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WE spent the Night, as the Reader may believe, with no great Satisfaction; and early in the Morning we went a-shore; nor was it long before we discovered, that the mighty Noise we heard, was occasioned by the Tides being confined in a Passage of about sixty Yards wide, but the Body of Water, and it's Rapidity, was exceeding great: And notwithstanding we were now One Hundred and fifty Miles from the Entrance, it's Colour was perfectly bright, and it's Taste very salt. The Tide rose here commonly fourteen Feet and a Half, high Water at six o'Clock at Full and Change. As we saw clearly that the Strait opened beyond this Fall, to five or six Miles wide, and ran several Leagues to the Westward, we were still in Hopes of a Passage. The great Difficulty now was how to pass the Fall, which, when attempted, proved not either so hard, or so hazardous, as from the first View we apprehended; for I passed it with a little Boat, when it was in it's full Fury. We soon after found, that it might be crossed without any Risque at all; for at half Flood, the Water below the Fall, was upon a Level with that above; and at half Ebb again, the Water above, was even with that below; and at those Times, it was quite smooth and still, so as to be passed without the least Difficulty or Danger. While we lay here, three *Indians* came aboard us in their Canoes, and appeared from their Manners, to be the same kind of People we had met with in other Parts of this Coast, but much lower in Stature; for it was very observable, that in sailing North from *York-Fort*, every thing dwindled and diminished, so that Trees shrunk into Brushwood, in the Latitude of  $61^{\circ}$ . and none of the human Species appeared beyond the Latitude of  $67^{\circ}$ . These *Indians* seemed a little timorous at first, as in all Probability we were the first *Europeans* they ever saw; but upon our making Signals of Friendship, they grew bolder, came up to and conversed with us, and upon giving them to understand, that we wanted *Tucktoo*, which in their Language signifies Venison, they presently went a-shore and brought us some which had been cured after their manner, by drying; together with some Picces of Buffaloes Flesh, which appeared to have been lately killed; and having purchased this small Cargo of theirs at an easy Rate, we sent them away very well satisfied. On the 2d of *August*, we passed the Fall, above which the Tide rose only four Feet, but the Shores were very steep on both Sides, and no Ground was to be felt with a Line of One Hundred and Forty Fathom. There still appeared Seals and white Whales, but not withstanding this, most of

our Company were not a little discouraged by their finding the Water almost fresh upon the Surface. But it being my Opinion, that this Freshness was only on the Surface, I resolved to make an Experiment whether the thing was so or not; and for that Purpose let down a Bottle strongly corked, to the Depth of thirty Fathoms, where the Cork was forced in, and the Bottle came up full of Water, of the same Degree of Saltiness with that in the *Atlantick* Ocean; which revived our Hopes, as suddenly as they were sunk before. But this Gleam of Success proved however of very short Continuance.

ON the 3d of *August*, towards the Fall of Night, the Water became unexpectedly shoal, upon which we anchored, 'till the Morning should discover the Cause. The Day no sooner broke, than we went ashore, and from the Hills that were but a very small Distance from the Coast, we had the Mortification to see clearly, that our hitherto imagined Strait ended in two small unnavigable Rivers; one of which plainly fell from a large Lake, which lay at some Miles Distance to the South West. Thus all our Hopes vanished, and we had nothing to console us for the Pains we had taken, the Time we had spent, and the Dangers we had run, but the Satisfaction of having done in this Respect, all that could be looked for from us, and having thereby cleared this Point, and left no farther room to doubt about the Issue of this Inlet, which might otherwise have produced as warm Contests in succeeding Times, as it had already done in ours. Besides, as Capt. Fox long ago observed very justly upon this Head, every promising Opening, fairly and fully searched, and that Search clearly and candidly recorded, lessens the Difficulty of this Enterprize, and reduces the great Question of a Passage, or no Passage, so much nearer to a Certainty.

THERE came off to us during the short Stay we made here six Canoes; and the People in them brought us a small Quantity of Deer and Buffaloes Flesh, and some dried Salmon, which we purchased, and signified to them our Desire to have more, which they readily apprehended, and as soon complied with, returning to the Place from whence they came, and bringing us very speedily a much larger Quantity of the same kind of Provision, which we not only purchased, but also bought some of their Clothes, their Bows, and whatever else they were inclined to part with, out of mere Curiosity. Of these People I endeavoured to learn all I could; first with Respect to the Copper Mine, and then with regard to another Sea, which I endeavoured to suggest to them might lie to the Westward; to make them comprehend which, I chalked out

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a kind of a rude Draught of the Coast, in Hopes they might have continued it, but this was all Labour in vain; for they seemed not in the least to understand me, and as the Reader will easily conceive was a very considerable Addition to that cruel Disappointment we had lately met with.

AMONGST these *Indians*, there came a Person, who though his Dress and Language was the same with theirs, yet appeared manifestly from his Complexion, which was much fairer, and from his being utterly unacquainted with the management of a Canoe, to be of another Nation, and that he was only brought by them to see us. Our Captain imagined that he might possibly be a Slave; and observing how ready these People were to part with any thing they had, entertained from thence a Notion, that it might not be impossible to purchase him; and to be sure, if this could have been done, it would have been a right measure, because from him, very possibly, we might have learned somewhat. It was with this View, that Mr. *Thompson* the Surgeon was sent a-shore with a Parcel of Goods to try, what might be done, but the *Indians* not only rejected the Offer, but did it in such a manner, as very plainly shewed their dislike to it.

On the 4th both Boats weighed, and we began to make the best of our way back to the Ships, but the Wind being contrary, and at the same time very high, we found ourselves obliged to take shelter in the Evening in a Cove under the South Shore, at about four Leagues distance. But the Wind coming about in our favour towards Midnight, we took Advantage of it and got under Sail, but had not proceeded far before we were hailed by the People of the *California's* Boat to inform us, that they had lost a Man, who had the Misfortune to be knocked over-board by the Main-Sail's suddenly shifting from one side to the other. The Boat making great way, and the Night being very dark, they heard no more of him.

As we were now convinced that there was no other way back, but that by which we came in, we prepared to repass the Fall, which we did accordingly upon the 6th, and grappled that Night under an Island eight or ten Leagues below it. Having a strong Gale of Wind from thence with much Sleet and Snow, we very soon arrived at the Ships, without meeting with any thing farther in our Passage that was worth observing; except that every body expressed a Sense of the Disappointment we had met, with more or less warmth, in proportion to his Concern for the Success of the Voyage; so that though we were very well pleased to find ourselves safely returned, yet our first Concern was to contrive some Method



of ballancing this Disaster by making another Trial, in hopes it might be attended with better Success.

Accordingly, in the very Council that was held for receiving our Report of the late Expedition, Mr. *Thompson* the Surgeon intimated some Doubts he had, that as the Weather was far from being clear, the Sea running high, and our Boats being at a good Distance from the North Shore in our return, it was not at all impossible that we might have passed some Opening unobserved on that Side, which he the rather inclined to fear, because he thought the Land looked, as well as he could discern it, both high and double, with very large Breaks between the Mountains. I readily seconded his Motion, though influenced thereto by other Motives, more especially from the extraordinary Tides that we had discerned, for at *Douglas Harbour* it rose sixteen Feet and a half perpendicular, whereas according to Capt. *Middleton's* Relation, it flowed but ten Feet at *Deer Sound*, though eight or ten Leagues nearer the *Welcome*; besides, the time of High Water being rather earlier at the Fall, though ninety Miles farther West, than at that Sound, I could not easily reconcile these Circumstances to the want of a Passage, and therefore, though I could say nothing as to the Particulars taken Notice of by Mr. *Thompson*, I yet thought these Observations might very well justify that Review which he proposed; for in Cases of this Nature, it is impossible for Men to be too careful or exact, since upon that, the Success of their Voyage depends; and, which is much more, the Report of it is to become, if not a Law, at least a Guide, and a Rule to Posterity. These Arguments were insisted upon in their full Extent in the Council after the Report was made; and in Consequence of a long and warm Debate that happened upon this Occasion, the following Resolution was agreed to, in order to rectify any Mistake that might have happened in the before-mentioned Trial.

*At a Council held on Board the California in Douglas Harbour  
the 7th of August 1747.*

P R E S E N T,

Captain *WILLIAM MOORE*,  
Captain *FRANCIS SMITH, &c.*

‘ **W** Hereas on *Friday* the 7th, the Boats returned from  
‘ examining the most likely opening for a Passage, or  
‘ Strait, and on the most exact Search none appear-

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' *Francis Smith*, being fully satisfied that there is no Prospect of any other Opening than from the Eastward by which the Ships came in, but being willing to satisfy Mr. *Edmond Thompson* the Surgeon, and Mr. *Henry Ellis* of the *Dobbs Galley*, who think that the Boats on their return (it blowing hard) did not keep near enough to the North Shore, which to them appeared double Land, and having an Opinion that the Entrance of this River or Strait is not sufficient to admit of the extraordinary Tides found here, but that there may be a Passage for them through the North Shore, seven or eight Leagues from hence, which they, Mr. *Thompson* and Mr. *Ellis*, conceive might escape Observation; it is therefore resolved, that the *Dobbs's* Schooner *the Resolution* shall immediately proceed, to acquire a Satisfaction as to those Parts.'

Signed by the COUNCIL.

AT this Council I took notice, that as there were a great variety of Circumstances, many of them very strong, and such as amounted almost to a Demonstration, of there being still some Passage to another Ocean lying to the Northward, in that which Captain *Middleton* called *Repulse Bay*; such as that the Tides were always higher, and the time of High Water sooner the farther we sailed Northward; as also the Saltness and Transparency of the Water in the *Welcome*, which was such, that one might see the Bottom at the Depth of twelve or fourteen Fathom; joined to the Numbers of Whales that were continually seen upon the Coasts, and the repeated Instances we had, that North West Winds, made abundantly the highest Tides; supported by the Assurances, that Captain *William Moore* had from time to time given me, that there was a Passage in *Repulse Bay*; I therefore proposed that the *Dobbs Galley* should depart immediately in search of it, while the *California* finished the Examination of this, and whatever Places remained not thoroughly searched to the Southward. This was strenuously opposed by some, who alledged, that we had no Instructions to go thither, nor were warranted to separate our Ships, that several of the People in the *California*, and some of our own, were much indisposed, and in a Manner incapable of staying longer in these Seas; and lastly, that the Season was rather too far advanced to proceed again to the Northward. To all these Objections I replied in the best Manner I could, but with no Effect, for upon the Question's being put, the Proposition I had made was rejected by a Majority,

majority, from whence I concluded, that there were some who began to be tired of so much Labour and Hardship, and who were therefore inclined to put an End to the Voyage as soon as they could, or at least, to prevent any more such toilsome Expeditions as our last; the Discovery we then made, serving also to countenance this Design, which tho' I could not approve, it was no way in my power to prevent.

It is certainly a Thing of the utmost Consequence, in every Undertaking of this Nature, to interest, as far as it is possible, all who are any ways concerned in it's Success, and that too in Point of Profit, as well as of Character; for otherwise, a little Labour will tire, and the first appearance of Danger be apt to affright them. It is also very expedient, that those who have the Concerting and Direction of such an Affair, should confer with every Officer before he goes out; give him his Instructions, by word-of Mouth, as well as Writing, and assure him of their Favour, Countenance, and Protection, in case he performs his Duty, upon his Return. This would render the lesser Officers, not only vigilant and assiduous, but enterprizing and alert, when they knew for whom, and upon what Terms they exposed themselves; they would then not punctually only, but chearfully also, obey their Commander's Orders, in case he was active for the Discovery, and prove a great Check upon him if he was not; neither ought something of the same Kind to be omitted, with Respect even to the private Men, who should be excited to their Duty, by Discourses suited to their Capacities, and animated in the Performance of it, by Encouragements proportioned to their Way of living. This was constantly practised on board us, and I am induced to recommend such a Conduct, from the good Effects which I saw it produce. For our Men went about what they were ordered with great Alacrity and Chearfulness; underwent Hardships and Fatigues patiently, and were not afraid of looking Danger in the Face. It was very pleasant to hear them, when they had any Leisure, discoursing over all the Points that were of greatest Consequence to the Success of our Voyage; such as the Nature of Tides, the Indications that might be drawn from them, and the Circumstances requisite to be observed about them; the Figure of the Globe, the Disposition of Land and Water, the Advantages that would arise to *Great-Britain*, from a Discovery of the North West Passage, and such like. Nay, the very *Orkney* Men, who were far enough from being either good Seamen or Statesmen, could not help foreseeing, that the discovering such a Passage would be highly serviceable to their Islands, by bringing thither great Resort of Shipping. But the strangest Thing, that in this Re-

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spect fell within the Compass of my Observation, was aboard our own Ship, where there was a very honest Seaman, whose sole Delight was a delicious Dram, that one Day heated himself to such a Degree, in talking over the Business of the Expedition, that in the warm Sincerity of his Acart, he could not help saying with a good round Oath, *Now had I rather find the NORTH WEST PASSAGE than HALF an ANCHOR of BRANDY.*

THE Weather all this Time continued very indifferent, for we had several Squalls of Sleet and Snow, and a strong North North West Wind, which broke two of the *California's* Anchors, and it was not without much Difficulty she escaped being forced a-shore upon one of the Islands: but at length with the Assistance of the Crews of both Ships she was moored in safety, to our very great Satisfaction; as we were very sensible, that if she had gone a-shore upon any of the Islands, she could not possibly have been got off without suffering considerable Damage. On the 13th the Weather becoming fine, Mr. *Thompson*, the Chief Mate, and myself went into the Boat, to put in Execution that Act of Council, which has been before given to the Reader, with Respect to the Opening, that it was supposed we might have passed on the North Shore, when we returned from our last Expedition.

IN our Passage we saw a great many black Whales, and a prodigious Number of Seals; but about Midnight, finding ourselves enclosed by the Coast and the Islands that lay before it, we sounded, and felt Ground at thirty Fathom, and the Depth continuing to diminish, it was judged expedient to come to an Anchor, which accordingly we did. In the Morning we landed, and from an Eminence plainly discovered, that this Opening ran up several Leagues to the South Westward, but that it was impossible for us to proceed much farther, upon Account of several Ridges of Stones that ran quite across it, and were very apparent at Low Water. We discovered also to the Northward of this another Opening, which terminated likewise about three Leagues from it's Entrance, pretty much in the same Manner. All hopes of finding a Passage being now lost, with Regard to the Place we were in, we judged it best to return to the Ships as soon as it was possible, which we did on the 14th, so that we were absent upon this Service only one Day.

As soon as we came back, a General Council was called, in order to receive our Report, and consider of what was to be undertaken next. In this Council I laid hold of the Opportunity of repeating my former Proposition, and of adding such new Arguments, as by turning it often in my Thoughts, had

had arisen in this short Space of Time; but it met, notwithstanding, with the same Fate as before, the Majority of the Council adhering as steadily to their own Sentiments as I could do to mine. Yet as the Season was not entirely spent, and as consequently something more might be undertaken, the following Resolution was formed, and unanimously agreed to, which, as it contains the most decisive Evidence, with Regard to Facts which indicate a Passage, and which were warmly disputed between Mr. *Dobbs* and Mr. *Middleton*, I cannot but believe the Perusal of it will be equally agreeable and satisfactory to my Readers, for which Reason I shall insert it exactly.

*At a Council held on Board the Dobbs Galley in Douglass Harbour the 14th of August, 1747.*

## P R E S E N T,

Captain *WILLIAM MOORE*,  
 Captain *FRANCIS SMITH*, &c.

‘ **A**FTER a very accurate Search of the Opening, commonly called *Wager River* or *Strait*, we find it entirely shut up from having any Communication with any Place but the *Welcome*, of which from the extraordinary Tides, Greatness of it’s Extent, Depth, and Saltness of it’s Water even fifty Leagues from it’s Entrance, we determining it to be an Arm thereof; yet finding the Tides to rise a great Height on the West Coast of the *Welcome*, but more especially here, and not being quite certain whence they come, further than that all the Places we have tried them in our way here, we have found the Flood to set the Course of the Coast from the Northward and North-West Winds to make the highest Tides, now being desirous to know whence the main Tide comes, we conceive a Knowledge of its Direction on the East Side of the *Welcome*, would be conducive thereto; it is resolved (Wind and Weather permitting) that Trial be made at the Low Breach nearly opposite to this Place, as also at *Cary-Swans-Nest*, and all other Places that may furnish any Light towards the Discovery of a North West Passage. In Witness whereof we hereunto set our Names.’

Signed by the Council.

It may not be amiss to add here a short Account of the principal Articles about which Mr. *Dobbs* and Mr. *Middleton* differed,

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differed. Mr. *Dobbs* gave it as his Opinion, that the Flood came from the Westward through several Openings between the Latitudes of  $62^{\circ}$  and  $65^{\circ}$  N. and was propagated from thence to the *Welcome* and *Repulse Bay*. It was his Sentiment also, that in *Wager Strait*, for so he supposed it to be, the Flood came from the Westward, and at the South West Bluff met the Eastern Tide. Mr. *Middleton* had quite a contrary Notion with regard to both these Points, and he was right. Yet it must be allowed, that Mr. *Dobbs* was misled in respect to the latter by Lieutenant *Rankin*, who finding a strong Stream running from the Westward nigh the South Side, where he lay while the Water rose upon the Shore, he concluded from thence, that the Flood came from the Westward, whereas that Stream was only an Eddy, and the main Current in the Mid-Channel came from the Eastward; a thing no ways singular; for many Instances might be assigned of the like\* happening in other Places. Mr. *Dobbs* therefore reasoned right, but from wrong Principles.

Mr. *Middleton* on the other hand affirmed, that the Water was there quite fresh, that it did not flow to any considerable Height, that the Stream was not very rapid, and that South East Winds made the highest Tide, all which Facts are clearly and distinctly refuted from the Light of Experience, afforded by repeated Trials, set down in the Resolution of Council, which I have transcribed; besides, he asserted, that the main Land was continued from the Latitude of  $63^{\circ} 20'$  to *Cape Dobbs*, which was not so, for we discovered a large Opening in the Latitude of  $64^{\circ}$  N. Some other less material Differences there were, which, to avoid fatiguing the Reader, I shall not mention.

BUT it ought to be observed, that it was from his Zeal for the Publick, and a laudable Concern for the Glory of the *British Nation*, that Mr. *Dobbs* took so much Pains in this Affair. It must be likewise considered, that he could not be expected to be farther in the right than he was properly informed, and that it must be allowed, that he argued very justly and judiciously, though from Facts that were wrong stated; so that his Errors, if they may be properly called so, were not only involuntary but inevitable; since Reasoning as he did from what was laid down to him by others, he could be answerable only for the Rectitude of his Conclusions, and not for the Certainty of the Premises which lay entirely out of his reach to discover: Whereas Mr. *Middleton* was bound to greater Strictness in his Assertions, as they were not established



on the Reports of others, but were grounded chiefly upon his own Experience; yet it may be fairly alledged in his Excuse, that as he found his Character publicly attacked, it was very natural for him to defend himself by any Arguments, and any Means that lay in his way. I do not take upon myself to decide in this Controversy, I only deliver Things as they appear to me; and at the same time that I give my Opinion, I give also the Evidence upon which it is founded, and leave the whole to the Determination of the Reader. Neither should I have meddled with this Matter at all, but that it relates immediately to my Subject, and is of great Importance, not only to the thorough understanding the Design and Issue of this Expedition, but all future Expeditions in view to this Discovery. Since if all Errors, however they may arise, be not detected and removed, so that those who in succeeding Times shall be employed in such Undertaking, may have the full Benefit of former Experience, this Discovery of so great Consequence to the *British* Nation, may be much longer delayed than otherwise it need be, and therefore the Publick has a Right to expect the greatest Accuracy and Preciseness in all Narrations of this Nature.

ON the 15th of *August*, we weighed from *Douglas Harbour* in Company with the *California*, with a strong but fair Wind, attended with some Squalls. We were met in the *Narrows* entering the *Wager* by a Flood Tide, which detained us several Hours, though we went at the rate of more than eight Knots through the Water. When we were got into the *Welcome*, the Wind continuing still fresh, we lay too. On the 17th the Weather being very fair and moderate, and the Sky clear, it was proposed that as we lay within three or four Leagues of the *Low Breach*, we should go thither to try the Tide, agreeable to the last Resolution of Council, to the general Scheme and Intention of the Voyage, and to the particular Articles upon this Head, which the Gentlemen of the North West Committee thought fit to insert in our Instructions.

ACCORDINGLY in the Evening, I went with our second Mate Mr. *Metcalf* for that Purpose, but before we could reach the Shore it was dark, and also a little after High Water, so that we were under the Necessity of staying till it was High Water again, in order to execute our Commission with Certainty. In the mean time, the Ship lay too in the *Offing*, and fired Guns every half Hour, but either the Wind or the Ebb Tide driving her several Leagues to the Northward, she

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was soon out of the reach of our hearing her Guns, and by that time it was Morning she was out of Sight. As soon, however, as the Day appeared, we finished the Business for which we came, and found that the Tide flowed here from the Northward, and rose to the Height of fifteen Feet. We likewise found that it was High Water at Full and Change of the Moon a little before three o'Clock, which was somewhat earlier than the time of full Sea upon the opposite Coast. Our Business being now over, the next thing to be considered was, how we should be able to get on Board, as to which, many and great Difficulties presented themselves to our View, clothed with such Circumstances of Terror, as could not but make the strongest Impression on our Minds, and therefore the Reader will pardon me for entering into a particular Account of them.

THE Ship, as I observed before, was now out of Sight; it was not possible for us to know with any degree of Certainty which way to follow her, the Wind grew very high, the Weather very thick, attended also with Snow, the Boat we had was small and deep, most of the Hands in her were Landmen, and those too much indisposed; so that all things considered, we might be truly said to be in a most deplorable Situation. I endeavoured to encourage the People in the best manner I could, by representing, that let the Event be what it would, it was better for us to go to Sea and endeavour to find the Ship, than to remain and perish upon that inhospitable Coast, where there was not the least Track of Man or Beast, no Shelter to be had, or so much as a Drop of fresh Water; and where, in the midst of these Inconveniences, it was impossible to prolong our Lives for any time, as we had hardly one Day's Provision aboard. The People being prevailed upon by these Reasons, agreed to put to Sea, which we accordingly did in Circumstances dismal enough, and under still more dismal Apprehensions. The Wind increasing and the Sea running very high, we took it in very plentifully, and a great part of our Time and Labour was employed in throwing out, so that it was impossible we should have held it long. However, when we had got about twelve Leagues from Shore, we, to our great Satisfaction, descryed the Ships, and this giving us fresh Spirits, we redoubled our Labour, and very soon got safe aboard; and very happy it was for us that we did so, at that Time, for otherwise we should never have seen them more, the Wind rising much higher, and, consequently the Sea; the Weather too became so thick and dark, that it was impossible to discern either Ship or Shore; but it pleased God

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to deliver us before Things were come to these Extremities, from which nothing but a Miracle could have saved us.

THE Wind blowing from the South, we were detained in the *Welcome* till the 19th, when it shifted, and we took the Advantage of sailing Southward; but as it grew tempestuous from the North West, and the *Resolution* which we had towed ever since we left the *Wager*, being both a Hindrance to the Ship, and hazardous to the People who were in her, it was judged more expedient to take all Things out of her, and turn her a-drift, than to remain in this Condition any longer, which was accordingly done. We had fine Weather on the 20th and 21st, but as we were at some Distance from *Cary-Swan's-Nest*, we made no Use of the Season, with Respect to the Trial of the Tide there; tho' as the Reader must remember, this was amongst the Number of the Things proposed as necessary to be done in the last Resolution.

As the Weather grew afterwards very indifferent, a Council was called on board the *California*; in which a definitive Resolution was taken to bear away, without farther Delay for *England*, and was put in Execution immediately. On the 27th we saw Cape *Pembroke*, on the Eastern Coast of *Hudson's Bay*. On the 28th, we passed the Island of *Mansel*, and sailed by some Ice, of which we had many large Pieces in View, 'till we arrived over against Cape *Charles*. We entered *Hudson's Strait* on the 29th, and had very pleasant and warm Weather, which lasted 'till the 3d of *September*, and then it grew foul again, having at the same Time a strong Wind from the Eastward. We fell in on the 5th with two of the *Hudson's Bay Company's Ships*, with whom we resolved to keep Company, yet were separated from them in the Night of the 6th, but were lucky enough to rejoin them the next Day. The uncomfortable Weather we had, made so chiefly by the thick and noisome Fogs, proved the Cause, that many of our People began now to relapse into their old Distemper the Scurvy, which was the more unfortunate at this Juncture, as we were then in the most dangerous Navigation of all those Seas, occasioned by the Narrowness of the Straits, the Want of Soundings, huge Mountains of Ice, which may be very well compared to floating Rocks, and the dismal dark Weather, which renders it so very difficult to avoid them. Yet frightful and shocking as these Circumstances are, it is not long before they become so familiar as not to affect us much, and the Danger is so far lessened by keeping a constant Watch, and proper Discipline amongst the Seamen, that one seldom hears of any melancholy Accident. This is the more manifest from a

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Fact, the Truth of which is indisputable ; and that is, the *Hudson's Bay Company's Ships*, returning Year after Year without any Disaster ; from whence perhaps we may infer, that where constant and continual Danger excites perpetual Attention, it thereby alters it's Nature, and becomes, if I may be allowed the Expression, the Cause of Safety.

As we have been obliged to take Notice of the prodigious Fogs that are almost constantly to be met with here, as no small Part of the Dangers to which Vessels are exposed arise from these thick Fogs, and as many who have failed in these have thought it worth their Pains to endeavour to account for them, which has been the Aim likewise of the most intelligent Travellers through those Northern Climates, that are in like manner affected by them, it may perhaps afford some Entertainment to the Reader, if we follow such Examples, and employ also a little Pains and Time to discuss a Point, which tho' so often considered, is still far enough from being clear ; and the clearing of which however must be attended with Consequences more than sufficient to compensate the Trouble of the Enquiry. For tho' *Hudson's Straits*, the Coasts of *Newfoundland*, and other Northern Regions, are most famous for Mists and Fogs, yet many other Climates are also subject to them more or less, and therefore the Discovery of their Causes, with any tolerable Degree of Certainty, will answer many useful Purposes, as well as add considerably to that Stock of real Knowledge, which the Industry of the Learned in all Ages hath furnished to the World.

It is a Hint given by Mr. *Maupefluis*, that perhaps the Sun's long Stay above the Horizon, in Northern Countries, may raise more Vapours than the Night can condense. But Mr. *Boyle* acquaints us, that he had certain Information of very thick and almost constant Fogs, at certain Seasons of the Year, observed upon the Coasts of *Corromandel*, in the *East-Indies*, which cannot possibly be ascribed to the Sun's remaining long above the Horizon, because in that Climate the Difference of Days throughout the Year is not very great. Besides, if this was the Cause, it would follow, that in *Spitzbergen* they should be most troubled with Fogs, when the Sun is highest, and indeed through their whole Summer, when the Sun is there constantly above the Horizon, but Experience proves just the contrary ; and that then those who are employed in the Whale Fishery upon these Coasts have bright and clear Weather, which, as *Marten* observes in his Voyage, is the fittest for the catching Whales.

It appears to me more probable, that the Coldness of the Air condenses the moist Vapour, as it rises and keeps it hovering on the Surface, which seems to be confirmed by our having the thickest and most frequent Fogs, when we are near the Ice Fields, where the Air is coldest. It has been also observed, that South and South West Winds bring much moist Vapour with them, which in the Northern Parts turns to wet Fogs, not only from the Coldness of the Air, but from it's Spring being weakened, whereby it is rendered less capable of sustaining and supporting those Vapours. On the other Hand, all Winds from any Point of the North, are observed to bring with them fair Weather, and this also from a double Cause; first, because they blow over a dry Tract, and consequently bring with them few or no Vapours; and next, because they add to the Elasticity of the Air, so that the Vapours are kept up without any Falling or Fluctuation.

It is to be observed, that in treating this Subject, the common Usage of Speech occasions a great Confusion in our Notions, by representing several Things, sometimes by the same, and sometimes by different Names. As for instance, we very seldom distinguish between Vapours and Exhalations, or between Exhalations and Steams; and yet by distinguishing between them, we should not only come to speak more correctly, but to think also more justly, that is in a Manner more correspondent with the Operations of Nature. Steams I presume are, properly speaking, such Collections of Effluvia as are thrown out of this Globe, by the internal Heat of the Earth itself. Exhalations again are small Particles detached both from moist and dry Bodies by the Action of Heat, as for instance the Sun-Beams. And lastly, both Steams and Exhalations become Vapours; when being rarified to a certain Degree, they ascend up into the Air, where as they rise higher they become Clouds: But if the Air is so disposed, as instead of suffering them to rise, they are precipitated towards the Earth, they then become Mists and Fogs.

We may from this Account of the Matter easily conceive, that very thick Fogs may be produced, in different Climates, by very different Causes. For in warm Countries, where the Earth is in a manner always open, the Steams that it throws out plentifully may at certain Seasons create great Fogs; whereas in cold Countries, where the Earth is in a great Measure bound up by continual Frosts, this Cause cannot take Place, at least in any great Degree. Yet from the Water while it remains unfroze, such Steams arise very copiously, as

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is very apparent from what is called Frost Smoak, which ascends very conspicuously even in the hardest Winters, where the Ice is broke. But then in Northern Countries, the Exhalations and the Steams in the Summer Months are very considerable, and the Coldness of the Air, occasioned chiefly by the vast Quantities of floating Ice, and the Ice Mountains on the Land, hinders these Exhalations from dissipating, and consequently is the Cause of those Mists and Fogs that are so much spoken of in all Accounts of *Hudson's Bay*, *Hudson's Straits*, *Newfoundland*, &c.

It is also unto this Denseness in the Air, that we ought to attribute those Appearances, which the Learned call *Parhelia* and *Paraselenæ*; or, as our Sailors stile them, Mock Suns, and Mock Moons; and having this Opportunity, I cannot but take notice, that to this Cause also we ought to ascribe certain bright Spots, like the Tail of a Rainbow, which are generally seen near the Horizon, when Fogs are almost totally dissipated, and the Rays of the Sun are transmitted without interruption. Our Sailors fancy, that these drive away the Fogs, and have therefore bestowed on them the Name of *Fog Scoffers*; whereas in reality they are the last Remnants of the Fog, that by a Reverberation of the Sun Beams, produce these Appearances. I shall not pretend to say any Thing of the Figure of the Air, or of the continual Circulation of that Fluid, which is very rationally maintained by some great Men, but content myself with these Observations, which are grounded chiefly on my own Experience, and make therefore naturally a Part of this Relation, since they belong to a Subject, which has been more or less treated of by every Writer, that has pretended to give an Account of what appeared most worthy of Notice, in visiting these Seas.

WHAT I have been saying in relation to Fogs puts me in mind of another Circumstance relating to the Air of this Country, or at least of those Parts, which I visited, that appears to me very singular, which is, that Metals are less apt to rust here, than in any other Climate, where I have been; and this also, though to many it may appear trivial, is a Matter that deserves to be enquired into; for if there be a great Difference observed in the rusting of Metals in several Climates, it may serve as an Indication of the similar or dissimilar Qualities of the Air in those Places, which may be applied to several useful Purposes. Mr. *Richard Ligon*, who compiled an Account of *Barbadoes*, about a hundred Years ago, for he began to collect the Materials for his History in the Year 1648, tells us, that



the Moisture of the Air, was at that Time so great, as to cause their Knives, Keys, Needles, Swords, &c. to rust, and that in an Instant; for, says he, take your Knife to the Grindstone, and grind away all the Rust, which done, wipe it dry and put it up into your Sheath, and so into your Pocket, and in a very little Time draw it out, you shall find it beginning to rust all over, which in more Time, will eat deep into the Steel, and spoil the Blade. He adds that Locks too, that are not often made Use of, will rust in the Wards, and so become u'eless; and Clocks and Watches will seldom or never go true; all which is occasioned by the Moistness of the Air. He farther observes, that before their Arrival at this Island, they took Notice of the like Effects at Sea, when they had for four or five Days together, what the Seamen call hazy Weather, which he very particularly describes, and urges it as a Proof that this rusting of Metals, was owing entirely to the Air's Moisture.

It must be acknowledged that Moisture being the Cause of Rust, may be stiled not only a prevailing, but in some Measure, a general Opinion, and there is no doubt that this large, particular, and positive Relation of Mr. *Ligon's*, has been thought a decisive Proof of it. I remember that upon mentioning my Observation, that Metals were less apt to rust in the Countries about *Hudson's-Bay*, than elsewhere, to one who is a very ingenious and very intelligent Person, he immediately mentioned his having made the same Remark in *Russia*, adding that he looked upon this to proceed from the Dryness of the Air. I make no doubt that both these Gentlemen may be in the right, or in other Words, that Metals rust in *Barbadoes*, from the Moisture, and are free from Rust in *Russia*, from the Dryness of the Air. But it is a great doubt with me, whether this general Notion of Humidity being the Cause of Rust, will account for what I observed, or even so much as agree with it. It is very certain, that the Air, in the Countries about *Hudson's-Bay*, is rather moist than dry, and what I have before said of the frequent Mists and Fogs, is sufficient to shew that it must be so: Nevertheless Metals do not rust here as in other Places. May we not infer from hence, that mere Moisture is not the Cause of Rust, tho' seldom or never occasioned without Moisture?

WHOEVER carefully examines Rust, will find that it is a Solution of the superficial Parts of the Metal, from which it arises, by some fluid Menstruum. It does not however follow from hence, that all Fluids will cause Rust, or which is the same thing corrode and dissolve the superficial Parts of Metal;

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Metal; for we know that Oil is so far from having this Property, that it is applied to Metals to prevent Rust. If we pursue this a little farther, and enquire how it comes to pass, that Oil, or indeed any kind of greasy Unguent, comes to have this Effect, we shall be let somewhat more into the Secret; for it will then appear, that Oil preserves Metals by defending them from the Contact of such Particles in aqueous Fluids, as are the real Causes of Rust. Now is it not extremely probable from all this, that these Particles are no other than acid Salts? May we not be led to this Opinion, or at least confirmed in it, by considering, that the Solutions of all Metals are made by acid Menstruums, and more especially by reflecting on the known and common Method of making white Lead, which is no other than a Rust or Solution of that Metal produced by Vinegar? Do we not see from hence, that Oil preserves Metals by it's known Quality of sheathing, blunting, and entangling acid Salts? Surely we may from hence very safely collect, that it is not barely Humidity, but a fluid Menstruum of a certain kind that causes Rust.

BUT to make this Subject still clearer, or rather to give all the Light into it that can be derived from my Observation; let us observe, that tho' Air is a Fluid, and that tho' it sometimes acts upon Metals, indeed it commonly acts upon them in such a manner, as to dissolve their superficial Particles, which is precisely the same Thing that is meant, when we say, that it makes them rust; yet it does not do this barely as a Fluid; for then Air would every where have the same Effect, and Metals would rust as much in *Russia*, as in any of the Countries near the Line. Neither is Air capable of doing this, (tho' the contrary is commonly imagined) by it's being loaded with aqueous Particles; for humid Air would then have the same Effect in *Hudson's-Bay*, as it has upon the Coasts of *Barbadoes*. But if those aqueous Particles that float in the Air, are charged with acid Salts, then it will produce this Effect, otherwise not. Thus we see that Metals may be made a Kind of Standard of the Quality of the Air, in this Respect; since it has been plainly made appear, that they are very capable of shewing, whether they abound with a certain Kind of Salts or not. I would not willingly go out of my Depth in a Matter of this Nature; but I hope I shall not be thought too presuming, if I put the Reader in Mind of a former Remark, that Fogs may be caused in very hot Countries, in a great Measure, by Steams from the Earth, and add to it upon this Occasion another Hint, that it is not in the least improbable, that these Steams may load the Air with an extraor-

dinary Quantity of these acid Salts, which on the contrary may not rise so plentifully in these Northern Regions, where the Water often, and the Earth always, is locked up by Cold, and where the Heat of the Sun may be presumed to raise only the more aqueous Parts.

This Method of Reasoning seems to be supported from an Experiment made by that diligent and accurate Enquirer after Truth, the Learned and Reverend Dr. *Hales*, who, in distilling Salt Water with a View to make it fresh, found that a moderate Heat answered much better than one more quick and violent; the Water that came over the Still with the former being perfectly fresh, whereas the latter was brackish. It is also very possible, that the Heat of the Air may in some measure operate upon Metals, more especially their Superficies, by opening the Pores, and so disposing them to receive a larger Quantity of that acid Spirit of Salt, raised by the strong Action of the Sun into the Atmosphere, as hath been before mentioned.

Having thus contributed my Mite towards the Improvement of the History of the Air, which is a thing of such high Consequence in Natural Philosophy, I shall return to the Narration of the few Things worth Notice in the remaining Part of our Voyage.

On the 9th of *September*, about Break of Day, we fell into a prodigious strong Ripling, and the Sea broke terribly aboard of us on all Sides. This was occasioned by the Tides setting strongly against a pretty brisk Wind, and the like Ripling is frequently met with from the very same Cause in other Places; as for instance, near *Holy-head* in our own Seas; in the Gulph of *Florida*, in *North America*; and in many other Places, but in a less degree than we experienced it. I mention this, because it was from hence that we judged ourselves to be near the Islands of *Resolution*, and accordingly we took our Departure from hence, though we did not actually see the Land. At this time there were several large Ice-Mountains floating in sight, but we very soon left them behind us, as we began now to enter into a warmer Climate. I cannot call it a milder, because we soon afterwards experienced as tempestuous Weather as any we had met with in those Northern Seas, of which such horrid Descriptions have been given by some Writers.

On the 10th we parted again from the *Hudson's-Bay* Ships. On the 11th one of our Men died, who had long lingered under all the afflicting Pains of an inveterate Scurvy. In the Night of the 12th we had a most terrible Storm, by which we suffered considerably in our Rigging, and by the effects of which

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which we were very near losing all our Masts, very few of the Hands on board the *Dobbs Galley* being able to keep the Deck, which was the Reason that proper Measures could not be taken, as otherwise might have been, for preventing so great a Misfortune. But fortunately for us, the Masts escaped beyond our Expectation; and we suffered nothing farther than what was the Result of our own Apprehensions, which were melancholy enough for some Hours. This Gloominess was not a little heightened by our Separation from the *California* in the midst of this Storm, and we did not see her again till we arrived in the *Orkney* Islands. We were in some measure consoled for these unlucky Accidents by the return of fair Weather, which lasted for about ten Days, and, as the Reader will easily conceive, afforded the highest Satisfaction to People almost worn out with continual Fatigues, and distressed besides by the Ravages made by the Scurvy, which it is well known weakens People more than almost any other Distemper, to which the human Body is liable.

On the 21st we joined again the two *Hudson's-Bay* Company's Ships, from which as I observed, we parted on the 11th, and resolved to keep Company with them during the Remainder of the Voyage, as indeed we did. On the 26th we met with a small Fleet from the *Orkneys* bound to the Westward. On the 28th we arrived and anchored at *Carstown* in the Island of *Pomona*, where, to our great Joy, the *California* also arrived the next Day, from whom we had been separated about a Fortnight. We continued in this Harbour about a Week, and on the 6th of *October*, sailed from thence in Company with the *California* and four *Hudson's-Bay* Ships, under the Convoy of his Majesty's Ships the *Mercury* of twenty Guns, and arrived safely in *Yarmouth* Road on the 14th of the same Month, after an Absence of one Year, four Months, and seventeen Days, having sailed from these Roads on the 27th of *May*, 1746.

Thus ended a Voyage of very great Expectation, not only here, but throughout the greatest Part of *Europe*, more especially the Maritime Countries, where the Design, its Nature, Consequences, and their great Importance were best understood. Thus, I say, ended this Voyage without Success indeed, but not without Effect; for though we did not discover a North West Passage, yet were we so far from discovering the Impossibility or even Improbability of it, that on the contrary, we returned with clearer and fuller Proofs, founded on the only Evidence that ought to take Place in an Enquiry of this Nature, plain Facts, and accurate Experiments, that evidently shew such a Passage there may be. What these are,

and after what manner they are to be applied to the Purposes before-mentioned, shall be the Business of the remaining Pages, which it is hoped will give full Satisfaction to every candid Reader.

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THE

## THIRD PART:

COMPREHENDING,

*Such ARGUMENTS, drawn from Matters of Fact, as serve to shew the great Probability of a Passage by the North West into the South Seas, notwithstanding the same was not actually discovered in the Last Expedition.*

**A**S in the first Part, the Motives which originally excited the Hopes of discovering a *North West Passage*, have been sufficiently explained, and insisted upon; and in the second Part a distinct Account has been given, how far the Expectations entertained of finding a Passage in certain Parts, have been examined, and found to be without Grounds; I come next to insist particularly on those Reasons that seem to persuade us still, that such a Passage may yet be found; and that there is nothing absurd, or even improbable, in supposing that, with no great Expence, the finding it may be successfully attempted; and that too without exposing such as are sent upon this Expedition, to any extraordinary Dangers, or excessive Fatigues. These Reasons shall be chiefly drawn from Matters of Fact, which fell immediately under my own Notice and Observation in the last Expedition; and which, as I shall sincerely relate, I flatter myself it will appear, that I am no Way misled by any sanguine Expectations of my own, as with the utmost Truth I can affirm, that there is nothing farther from my Intentions, than in any Degree to mislead others.

It is a Fact so well established, as not to be drawn in Question, that in Countries of narrow Extent, which are either Peninsulas or Islands, there are no Trees, but only a kind of Bushes and Underwood; notwithstanding that, on the Continent

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nent in the same Latitude, there grows as fine Timber as any in the World. One might mention the Observations of Sir John Narborough, in his accurate Account of his Voyage to the Streights of Magellan, and many other Authorities; but such as are at all acquainted with the *Shetland* and *Orkney* Islands, will think it preposterous to multiply Proofs upon this Subject. It may from hence be laid down as a rational Argument, that where, upon full Examination, it appears, a Country is destitute of Wood, in a Climate in which Timber is known to flourish, it has a Sea on both Sides. Now we have before informed the Reader, that from the Longitude of sixty-one Degrees North, all kind of vegetable Productions visibly shrunk and dwindled, and that instead of Trees and Wood, we met only with Shrubs and Bushes, and those very small; yet it is very well known, that in higher Latitudes, there are great Woods of large and excellent Timber, in *Norway*, *Sweden*, *Lapland*, and all the Territories of the *Russian* Empire, through that vast Tract of Country that reaches to the Sea of *Japan*. If therefore there were no Sea on the other Side, but a very Tract of Land to the Westward, ought there not to be the like Plenty of Timber within Land, in these Countries that border upon *Hudson's-Bay*? If there be not, as most certainly there is not, can we assign any better or more probable Reason for so manifest a Difference, between Countries under the same Climate, than the Vicinity of a Western Ocean? Neither will it serve as an Answer to what I have advanced, to mention the great Cold of this Climate; since it clearly appears, from a Work lately published at *Petersburgh*, by a Member of the Imperial Academy of Sciences, and under their Direction; that not only Vegetables, but Corn grows in some Part of *Kamschatska*, tho' the Cold is greater there, than upon the Coasts of *Hudson's-Bay*.

To this, I crave leave to add another Remark, that while we lived in *Montague-House*, it was constantly observed that North West Winds brought with them much of that dusty kind of Snow, into which by Experience we knew the Coldness of the Winter-Air converted the Frost-Smoke or Steams arising from open Waters. May not this therefore pass for another probable Reason to conclude, that to the North West of this Country, there must be a large Body of open Water, or in other Words, a Western Ocean at no great Distance? Are not these Arguments very consistent with each other, as well as with the usual Operations of Nature in other Places, where the Causes that are here supposed, are known to produce such Effects as these? Was it not natural for us, while in these



these Parts, and employed upon such an Expedition, to make every Remark in our Power of this Nature, and can any Man be blamed for framing his Sentiments as his Reason directs him, after examining, comparing and weighing with the utmost Circumspection, such Remarks? Is not this the most natural and probable Method of coming at Truth in such Cases, and does not Experience shew, that the greatest and most valuable Discoveries have been made by these Means? Or if Facts of a contrary Nature had occurred to our Observation, would they not have been urged by such as opposed this Design, to prove the Supposition of a Western Ocean absurd or improbable?

THE next thing to be considered, is the Face and Appearance of the Country; from whence also some probable Conjectures may be made; since we know from Experience, that most Countries in the World, which lie between two Seas, have a Ridge of Hills, or high Mountains in the middle, and a Descent on each Side towards the Coasts, and this so far as we had any Opportunity of observing it, is actually the Case here; and the plainest View we ever had, which was in our Passage up *Wager-Bay*, gave us the most convincing Proof in this Respect; for at our first Entrance of the Bay, the Land was but low, yet swelled by Degrees, one Mountain rising behind another: When we advanced considerably up the Bay, we could plainly discern, that there was a regular Declension on the other Side, and the whole appeared to our View not unlike the Drafts of the *Isthmus of Darien*, which connects North and South *America*.

THIS also corresponds exactly with the Accounts that have been given at the Factories, by the Southern *Indians*, who constantly affirm that a great Ocean lies but at a small Distance from their Country, towards the Sun's setting, in which they have seen Ships, and on board them Men having large Beards and wearing Caps. Nay, some of these *Indians*, who never had seen an *English* Ship have drawn the Figure of one upon the Rocks at *Churchill*, which will appear less wonderful to the intelligent Reader, if he considers, that this painting or representing the Likeness of Objects, that surprize them, is a Thing natural to most Nations, which have not attained the Use of Letters; as appears by what the *Spanish* Historian tells us of the *Indians* in *Mexico*, sending to their Emperor *Montezuma* the Representation of *Ferdinand Cortez* his Ships and Men, when they first arrived upon their Coasts. To this give me leave to add, what Sir *John Narborough* tells us of the Savages near the Streights of *Magellan*, who made the Figure of his Ship,

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Ship, with Earth and Bushes, and stuck up Pieces of Sticks for Mafts, which he imagined they did, to preserve the Remembrance of their having seen it; for, says he very judiciously, they cannot have any Records but by Imitation. If therefore those Savages did it, why might not these? And if these *Indians* could paint a Ship, they must certainly have seen it. Others again have brought down to the Foctories white Salt, which they affirmed was made by the Heat of the Sun on the Rocks, upon the Coasts of the other Ocean. I have joined these Testimonies together, because they strengthen and confirm each other, and in a Case of this Nature, I cannot see what better Evidence we can have, than the Face or Appearance of the Country, explained by the Voice of its Inhabitants.

BUT after all that has been said, it must be allowed, that if our Conjectures were ever so true, they would amount to no more than affording a probable Proof of this Country's having a Sea on both Sides, and make nothing for a Passage, from one Sea to the other, which is what we are principally concerned about; for if there be no Passage, or if that Passage be a very long one, in a very high Northern Latitude, or very difficult, and encumbered, our Discovery might be thought of very little Consequence; and tho' perhaps it would not be difficult to shew, that this Conclusion would be hasty and ill grounded, because many Advantages might arise to the Trade of this Nation, from the finding a short Passage from one Sea to the other, over Land, yet not to insist upon this for the present, I shall proceed to offer, what to me appears to be the clearest and most convincing Proofs, not only that there is such a Passage from one Sea to the other, but that it is short, open and commodious. This may appear something strange, considering that we confess that we have no distinct Knowledge of the Place, where this Passage lies; but when the Reader has examined what we have to offer, he will determine for himself how far this Promise is made good; and all I desire of him at present is, to consider that the Discovery of a new World, was much more improbable, when *Columbus* attempted and accomplished that Discovery, and that Cosmography and Navigation have since that Time been very much improved.

As the Proofs that we have promised, depend entirely on the Doctrine of Tides, it is absolutely necessary that before we come to the Proofs themselves, something should be said upon this Subject in general; for otherwise, how certain soever these Proofs might be, the Force of them would not be felt by

by the Reader. It is however far from my Intention, as indeed it is far beyond my Abilities, to enter into a general Explanation of the Causes of Tides, and of the several Variations to which they are subject; but what I propose is, to take Notice only of a few Points, which are generally known to, and acknowledged by Seamen, without the Knowledge of which, it would be impossible for them to manage their Vessels, and from their constant Observation and Practice of which, they have all the Certainty about them, that is requisite to render them fit Topicks of reasoning, in a Case of this Nature. In the first Place then, it is certain, that Tides are propagated from the great Ocean, or general Collection of Waters, into particular Seas, in Proportion to the Nearness and Openness of those Seas to the Ocean, from whence the Tides come. It is for this Reason, that such as are called Inland Seas, which have either no visible Communication with the Ocean, or only a single and small Passage into it, have scarce any Tides; or in other Words, the Tide in such Seas is hardly perceptible: As for Instance, in the *Mediterranean*, which flows from West to East; and through the Straits of *Gibraltar*, there is no sensible Tide at all; it may, perhaps, increase a little, but in the main it is not discernible, except in the Gulph of *Venice*, where there is a small Agitation perceived, that may be ascribed to the Length and Narrowness of the Way, which in the broader Parts of the *Mediterranean* is no where perceptible; and even that is governed by particular Winds.

THE Flux and Reflux of the Sea was therefore unknown to the *Grecians*, except the irregular Current at the *Euripus*; and for this Reason the Army of *Alexander* the Great was so much astonished at the Ebbing of the Sea, in the Mouth of the River *Indus*, that they took it for a Prodigy. The *Romans* also were unacquainted with Tides in the Time of *Scipio Africanus*; but after the Wars with *Carthage*, their Knowledge, as well as their Conquests grew more extensive. I mention these Instances to satisfy the Reader of the Truth of this particular Fact, that Tides are insensible in Inland Seas; for if they had not been so, we may be very sure, that so inquisitive and learned a Nation as the *Greeks*, and so thinking, and so judicious a People as the *Romans*, could not have been ignorant of them, or of their Causes; and that they were ignorant, appears from their Surprise, at their first Acquaintance with them. The same Thing that is said of the *Mediterranean*, may be also said of the *Baltick*, and for the same Cause;

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Cause; and in short of every Inland Sea, with which we are at all acquainted.

IN the next Place, there is nothing better known, with Regard to Tides, than that this undeniable Maxim in Philosophy takes Place in them, that the nearer the Cause, the stronger the Effect; that is to say, the Tides are higher and earlier in Places, at a small Distance from the Ocean, and lower and later in those at a greater Distance, as is very evident from the regular Progress of the Tides along the Coasts of Great-Britain: Thus at the Full and Change it is High Water at *Tinmouth-Bar*, at Three in the Morning; from thence rolling Southward, it makes High Water at *Spurn* a little after Five; but not till Six at *Hull*, because of the Time required for its Passage up the *Humber*. In *Yarmouth-Road*, it is High Water a little after Eight; at *Harwich*, at half an Hour after Ten; at the *Nore*, at Twelve; at *Gravesend*, at half an Hour past One; and at *London* at Three the same Day. In like manner, Tides rise higher or lower, at the same Time, upon different Parts of the Coast, in Proportion to their Distances from the Ocean. It is also observed, that strong Winds, blowing with the Tide, raise it higher than, according to the ordinary, Rules it ought to rise; and high Winds contrary to the Tide, retard or depress it. These plain and general Principles being laid down, we will now endeavour, by the Help of them, to discover what we ought to think of *Hudson's-Bay*, from the Observations that have been made of the Tides upon the several Parts of its Coasts.

IN the first Place, I must take leave to observe, that for anything yet known, if we exclude a Communication through a North West Passage with the South Sea, *Hudson's-Bay* may be as justly stiled an Inland Sea, as the *Mediterranean*; and with more Propriety than the *Baltick*; since it has no other Communication with the Ocean, than by *Hudson's-Straits*. I know very well, that it is commonly supposed, that *Hudson's-Bay* communicates with *Baffin's-Bay* and *Davis's-Straits*; and I am very sensible that in many if not in most Maps, it is laid down so; but upon what Authority this is asserted on one Side, or represented on the other, I must freely confess my Ignorance; tho' if it were so, my Arguments must still have their Weight; but 'till it is proved so, I think there is no Reason to admit it, and therefore I repeat it, that if there be no North-West Passage, *Hudson's-Bay* is, and ought to be considered as an Inland Sea.

YET I must observe, that I do not pretend to say, that because it is as much an Inland Sea as the *Mediterranean*, it ought,

ought to have no Tide; because as *Hudson's-Straits* are wide, and as this Bay is extended from East to West, it is very reasonable to suppose that the Tides should be very perceptible; but then they ought to be such as may in other Respects consist with that Cause, from which they are supposed to be derived; or in other Words the Tide in *Hudson's-Bay* must be such a Tide as might be propagated from the Ocean, through *Hudson's-Straits*; and if it be not such a Tide, the Reader will easily see, that there cannot be any thing more irrational or absurd, than to insist upon this Cause; and that it is very little less absurd to have Recourse to the Supposition of frozen Straits, and other occult Causes, in order to defeat or discourage our Search after the true Cause. This is all I desire to be granted me, and this, I think, no reasonable or ingenuous Enquirer after Truth will think fit to deny me.

To come then to the Point, it was held requisite in the last Expedition, and a Resolution to that Purpose was inserted in an Act of Council, to try the Tide at *Cary-Swan's-Nest*, which is near *Hudson's-Straits*, where if the Tide came from the Ocean through them, it ought to be highest; but this was not done, and therefore we must rely on the Account given us by Capt. Fox, who informs us, that upon Tryal, it was found to rise six Feet. We will now compare this with the Observations made in the last Expedition. I tryed the Tide upon an Island in the Latitude of  $62^{\circ}. 2'$ . North, and found it rise ten Feet. I likewise tryed it in the Latitude of  $65^{\circ}$ . on the West Coast of the *Welcome*, where it rose thirteen Feet, and to the Northward of this, it rose seventeen Feet, which is a very clear Proof, that this Tide could not be caused by that, which is propagated through *Hudson's-Straits* out of the Ocean; for if the Tides in those Latitudes had been from that Cause, they must have been proportionably lower than the Tide at *Cary-Swan's-Nest*; and as on the contrary, they are much higher all along the *Welcome*, it is utterly irreconcilable to Sense and Experience, that a Tide flowing so far, filling so many Bays, and meeting with so many Obstructions, should rise higher and higher; but what carries this to a Degree of Demonstration, is the Observations that have been made of the Height of the Tide in the *Atlantic Ocean*, before it enters *Hudson's-Straits*; for there it has been found to rise five Fathoms, whereas a little within the Bay, it hardly rises two Fathoms. It would be needless to insist farther upon this, since nothing that can be said would contribute to make it clearer, unless it be, that those who deny the Communication between *Hudson's-Bay* and the *South-Sea*, are forced to have Recourse to an undiscovered Strait, supposed to lead from

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from *Baffin's-Bay* into *Hudson's-Bay*; which is a plain Admission, that the Tides in the *Welcome*, are not to be accounted for, from the Communication with the *Atlantic Ocean*, through the Straits of *Hudson*: In Answer to which, for the present, there is no need to say any thing more, than that we are not bound to consider this Cause, 'till that Strait shall be discovered, and when that be will nobody can tell; but as I hinted before, tho' we are not bound to give any other Answer, yet hereafter a more satisfactory Answer shall be given.

We will next consider the Time of High Water, and the Direction of the Tides; for having now shewn that the Height of them alone, is a Proof sufficient that they cannot be propagated through *Hudson's-Straits*, from the *Atlantic Ocean*, it becomes reasonable so to order our Enquiries, as that we may know from whence they come. I must therefore observe, that upon trying the Tide, in the Latitude of  $62^{\circ}. 2'$ . the same Tryal was made, and the Flood found to come from the Northward, making High Water at five of the Clock. At *Cape Fry*,  $64^{\circ}. 30'$ . North upon trying the Tide, I found it came from the Northward, according to the Direction of the Coast, and the Time of High Water, at Full and Change, was at three of the Clock. In the Latitude of  $65^{\circ}$ . North, the same Tryal was made, and the Tide was still found to Come from the Northward. If therefore any Judgment can be formed, either from the Direction, or from the Time of the Tide in these Parts of *Hudson's-Bay*, it is most evident, that it comes from the North and North West, but can never come from the *Atlantic Ocean*; for then in advancing into higher Latitudes, High Water would be later and later, whereas the Reader will observe, that we found it to be just the contrary.

It is very probable, that this Direction of the Tide might first occasion that Opinion, which has prevailed of *Hudson's-Bay*, communicating with a Northern Ocean, through *Baffin's-Bay*, and *Davis's-Straits*; which long ago, and before this Bay was so well known, might be well enough excused; but at present, when these Things are so much better understood, to talk of these, is irrational; and to insist either on frozen or unknown Straits, is not quite so pardonable; for if occult Qualities are justly banished out of Philosophy, all suppositious Causes should be exploded, in Cases of this Nature, where they can never serve any other Purpose, than hiding Ignorance, or obscuring Truth. Now to avoid any Imputation of this Sort, and to fulfil the Promise formerly made the Reader,



Reader, it shall be clearly shewn, that the Tides cannot come from *Baffin's-Bay*, or *Davis's-Straits*. We are assured, that in the former, the Tide rose hardly six Feet; and *Baffin* himself, in his Letter to Sir *John Wolfenholme*, says expressly, that in *Davis's-Straits*, the Tides keep a certain Course, yet rise but a small Height, as eight or nine Feet, and the Flood comes from the Southward; now as all Tides in going from the Ocean, which is their Source, gradually decrease, by filling Bays and Inlets in their Passage; it is very clear that if the Tide rose to three Fathoms in *Baffin's-Bay*, it could not, even supposing a Communication, raise the Water in the *Welcome* one Fathom. This therefore cannot be the Cause, since the Effect is not only greater than this Cause could produce, but even greater than the Cause itself; which is a manifest Absurdity. We may add to this, that according to all the Accounts we have of the Tides in the Northern Seas, as on the Coasts of *Nova Zembla*, *Spitzbergen* and *Groenland*, they are lower than we actually found them in the *Welcome*; so that either we must relinquish all the Principles of Knowledge, that the Sagacity of the wisest Men, joined to the constant Experience of the ablest Seamen, have in a long Course of Time established, or we must reject this Notion of the Tides coming from *Davis's-Straits*, through *Baffin's-Bay*, into *Hudson's-North-Bay*.

It may be said, that this is a negative Argument only, and that it does not directly prove any Communication with the *South-Sea*, as was promised. To answer this, we need only desire the Reader to cast his Eye upon the Chart, and satisfy himself whether if this Tide comes not from the *Atlantic* or the Northern Ocean, it can come from any other Source than the *South-Sea*, or from thence by any other Means than through a North West Passage; yet to shew that this Truth wants not any kind of Proof, that can be asked for, we will not rest this Part of our Cause upon an Answer, which tho' conclusive in itself may not seem to be such a one, as might have been expected; but proceed farther, and produce incontestable Evidence, in support of what we assert. This is furnished by a Fact certified under the Hands of all who were Members of the Council, in the last Expedition, which is, that North West Winds make the highest Tides every where upon these Coasts. Now this, which I venture to say, is a Fact out of all doubt, renders it clear that these high Tides cannot come from the *Atlantic* Ocean, through the Straits of *Hudson*; for if they did, a South East Wind would make them highest; from the Principle before laid down,

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that a Wind, blowing with the same Direction, as the Tide raises it, and a North West Wind would be so far from doing this, that it would actually retard and depress it, as being opposite to it's Direction; and as we know by Experience the contrary of this to be true, we ought to conclude, that the Tide comes from a Western Ocean, since there is no other Way of accounting for this Wind's making the highest Tides.

NEITHER ought it to be esteemed any Objection to this, that the Western Ocean, or *South-Sea*, lies behind, or at the Back of these Countries, and that therefore it might be expected a South East Wind should make the highest Tide, by driving the Waves upon the opposite Shore, I say, neither ought this Opinion to have Weight, because it is no more than a Fallacy easily discoverable by Reason, and capable of being shewn such from Experience. First then as to Reason; that wind raises the Tide highest, which blows with the same Direction as the Flood, and this in whatever Direction the Coast may lie upon which the Tide rises; because such a Wind brings with it a great Quantity of Water, which alone can make the Flood higher. The same Thing we learn from Experience, upon the East Coast of *England*, tho' the *German Sea* lies to the Eastward; yet North West Winds make the highest Tides, because the vast Ocean from whence they are propagated, lies on that Side. The Difficulty therefore thrown in the Way by this Objection, is so plainly solved, that I may now safely propose it, as it has been explained by a matter of Fact, with which every Seaman is acquainted, as a new Proof; for without doubt, if a candid and able Judge of these Matters was to have the Thing stated to him, from the Chart of *Hudson's-Bay*, with a North West Passage open through it, and was to be asked what Wind must occasion the highest Tides? he would certainly answer a North West; and therefore as the Fact is, that a North West Wind raises the highest Tides, on both Sides the Bay, it is, as I have said, another, and indeed a most convincing Argument, that this Tide comes from the Western Ocean, which is that we commonly call the *South-Sea*.

BUT there want not other Arguments besides this; and because the Apprehensions of Men, are as different as their Tastes, it may not be amiss to mention some of them; notwithstanding what we have already said, is absolutely conclusive; yet, for the Sake of Brevity, I will take Notice only of three. The first is the Cleanness and Saltness of the Water in the *Welcome*, which when I tryed the Tide at *Cape*

Fry was such; that I could plainly see to the Bottom, at the Depth of eleven Fathom, or sixty six Feet. Every Body knows, that Deepness, Transparency and Saltness, are inconsistent with the Notion of a Sea, filled with the Discharge of Rivers, melted Snow, and Rain; and as strongly argue a Communication with the Ocean, as any Thing can do. The second Reason arise from the strong Currents that set through it, and keep it clear from Ice, so that it is a settled and indisputed Fact, that the Northern Part of the Bay, is perfectly free and open, when the Southern is much embarrassed with Ice; or, in other Words, there is very little Ice to be met with in the Latitude of  $64^{\circ}$ . or  $65^{\circ}$ . tho' in the Latitude of  $52^{\circ}$ . and  $53^{\circ}$ . the Sea is much incumbered with it. Now whence these strong Currents should come, that set with such Rapidity through the Bay, unless from a Western Ocean, is inscrutable. The third Reason, and the last that I shall mention, is the Number of Whales, that are seen here more especially in the latter End of Summer; when it is very well known, that all that Kind of Fish retire into warmer Climates, and consequently it may be fairly presumed, that these resort hither for that Purpose; and if so, there must a Passage, and that not into a Northern, but a Western Ocean; for Instinct in those Animals, is an unerring Guide.

WE have now gone through the greatest Part of our Work, with as much Plainness and Perspicuity, as the Subject would permit: We have shewn, that there is the highest Probability, from the Climate, the Produce, and the Appearance of the Country, on the West Side of *Hudson's-Bay*; that, as it has Part of the *Atlantic* on one Side, it has also the *South-Sea* on the other: We have shewn from the Height of the Tides, that this is almost certain; and from the Time in which they happen, the Direction of them, and the Influence of the Winds upon them, that it is absolutely so, and that there is no accounting for these, but by allowing a Communication between the Waters in the *Welcome*, and those in the *South-Seas*, by a North West Passage. It remains only to shew where this Passage may be reasonably expected, and what Reasons can be assigned to incline our Belief, that this Passage, wherever it lies, is short, open, and commodious; but in explaining this, we must begin with the latter Part, because by that only, we can be directed to the former.

IN the first Place then, it seems highly probable, that this Passage is not very far to the Northward; because there is no mountainous Ice found in the *Welcome*, or in *Repulse-Bay*,

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as there is in *White-Bear-Bay*, *Lumlet's-Inlet*, *Baffin's-Bay*, or *Davis's-Straits*; which therefore seem to belong to another Continent, that lies under or near the Pole. Another Reason that proves the same Thing, is the Height of the Tides, which as we before observed, no Way resemble those in the Northern Seas, which at *Nova Zembla* rise only one Fathom, and not above half that Height at *Spitzbergen*; that this Passage, wherever it may lie, is short, may be proved by many Arguments; for first, we find no large Rivers on the West Coast of *Hudson's-Bay*; but, on the contrary, very weak and small, which is a direct Proof that they do not run far, and consequently that the Land is not of any great Extent, which separates the two Seas. In the next Place, the Strength and Regularity of the Tides, is another very strong Argument; for where we find Tides ebbing and flowing, nearly equal Time, saving the Difference occasioned by the Moon's coming later to the Meridian, every twenty-four Hours, it is esteemed a Mark of being near that Ocean, from whence such Tides spring; and indeed it is one of the surest and most certain Marks we have. There is a third Reason, and I will mention no more; and that is, the Resort of the Whales hither; for considering the Season in which they are found here in greatest Number, it is impossible to conceive they should have Time to pass into warmer Climates, if the Passage, through which they pass, be not very short. All these Arguments taken together, fortify and support each other, and may be looked upon as so many concurring Testimonies, in Favour of the same Truth. If this Passage be not far to the Northward, which the Reasons already assigned, seem clearly to prove that it is not; and if for the Causes before mentioned, we have good Reason to conclude, that it is but short; we may from thence presume, that it is both open and commodious, which is farther manifested by the strong Currents setting through it, which is the Reason that there can be no Ice in it. Laying therefore all these Circumstances together, I think it must be allowed, that there is nothing wild or chimerical, in the endeavouring to discover it; and that considering the Pains taken in, and the Lights obtained from the last Expedition, it cannot with any Shadow of Justice be filed fruitless, tho' as to the ultimate Intention of it without Success. We might add to this, that various other great Designs have been fully carried into Execution, after repeated Disappointments, and contrary to the Sentiments of very knowing and intelligent Persons, whose Opinions happened

ed to be warped by the Share they had in those Disappointments.

I WILL give but one Instance, and that only, because it seems to be in a great Measure parallel to this. There were Hopes long entertained of finding a Passage into the *South-Seas*, by advancing along the Coasts of *Brazil*, and so to the Countries beyond the River of *Plate*; and various Trials were made with this View, 'till at length *Americus Vespucius*, (from whom the new World has received its Name) and who without doubt was both an able Seaman, and an excellent Cosmographer, was sent into these Parts, and he advanced very far to the South, even to the Height, as some say of fifty two Degrees, but discovering no Passage, he concluded there could be none; which however was disproved by *Ferdinand Magellan*, who discovered and passed those Straits which very deservedly bear his Name, and will preserve his Memory as long as the World lasts. When these Straits were discovered, it was taken for granted, that they were the only Passage into the *South-Seas*, and therefore the King of *Spain* intended to have built a City, and a Fortrefs in them, to prevent other Nations from passing by that new Course to the *East-Indies*. The *Dutch* however discovered the Vanity of this, by finding a Passage round *Cape Horn*; which shews, that after many fruitless Attempts, not one Passage only, but many may be discovered, which very possibly may prove the Case in *Hudson's-Bay*, since some very probable Conjectures might be offered, that there may be several Passages, communicating with each other. And Capt. *Fox* long ago suggested, that there might be even an open Sea as at *Cape Finmarke*; nor has this hitherto been disproved.

AFTER what has been said, it cannot be expected that I should enter, with any Degree of Positiveness, into assigning the Place where any Passage is to be found; and I dare say the Reader would not form a better Notion of my Judgment, from my insisting peremptorily upon such a Thing, because in Matters of this Nature, the wisest and most knowing Men may be deceived, and some very sensible and sagacious Persons have been somewhat mistaken about it already; it may therefore be thought sufficient for me to point out, from my own Experience, what induces me to believe, that such a Passage there is; and to offer my Conjectures, as to the Places where, with some Probability, it may be sought, tho' very possible another Voyage may discover the Passage elsewhere, or at least Places not hitherto examined; which may

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afford us still fairer, and more rational Hopes. These Things I premise, that it may not be thought any Effect of Prepossession, or of Confidence, that I presume to take Notice of two Places, in each of which, I think, a Passage may be sought upon very rational Grounds, and with very good Effects.

IN the first Place, I must observe, that from the Report made of a considerable Inlet in the Latitude of  $64^{\circ}$ . which I called *Chesterfield's* Inlet, I have been induced to have very great Expectations. Those who searched it affirmed, that the Ebb run very strong from the Westward for eight Hours; whereas it ran up but two; and with a Motion incomparably slower. They likewise affirmed, that at the Distance of ninety Miles from the Entrance, the Water, tho' fresher than the Ocean, had yet a very strong Degree of Saltness; now if there was no Passage, and the Water ran down eight Hours, at the Rate of six Miles an Hour; and ran up only two Hours, at the Rate of two Miles an Hour, the Water ought to have been perfectly fresh; since as no Salt Water went up for more than two Hours, none ought to have come down after two Hours Ebb, even if the Ebb had been as slow as the Flood; but as it was much more rapid, it ought to have been fresh sooner. It is certain, that if a Tide of Flood had been met coming from the Westward, it would have afforded an incontestable Proof of a Passage; yet the Tide from the Eastward, does not prove the contrary; since in the *Magellan* Straits, as the accurate Sir *John Narborough* tell us, the Tide flows half way up from the Eastward, and is there met by a Flood from the West or pacific Ocean. I might add many other Reasons, to shew the Probability of a Passage here; but I wave them to avoid laying a Foundation for new Disputes, which, after all that can be said about it, must be left to the Determination of another Tryal, under the Direction of Men, skilful in Navigation, careful in their Observations, and attentive to the Lights, that may be derived to them from Remarks made upon the Spot, which must enable them either to find what they seek, or to account for these Appearances without a Passage; which in itself would be a very singular Discovery, and one from whence many Advantages might be derived by correcting those Notions that have been long, and are still generally, entertained of these Matters.

THE other Place I would mention, is *Repulse-Bay*; and the Reasons that may excite the Hopes of a Passage here, are those that have been so often mentioned; that is, the Depth, Saltness and Transparency of the Water, together with the Height of the Tide; propagated from thence; all which are Circumstances



Circumstances that seem strongly to countenance such an Expectation.

I WOULD not be understood to mean an absolute Expectation of finding the Passage here, but a very great Probability of approaching still closer to the Discovery; by tracing it as it were to its Source or Fountain Head. I am very sensible, that this is an obscure and, in some Measure, an improper Expression; to obtain Pardon for which from the Reader, I will endeavour to set this Thought in a clearer Light. We may consider *Hudson's-Bay*, as a kind of Labyrinth, into which we enter on one Side through *Hudson's-Straits*, and what we aim at, is to get out on the other Side. We might indeed hope to do this, by repeated Experiments; that is, by making Tryal after Tryal, till the Outlet is found; but this will be both a painful, tedious, and unsatisfactory Method, in which Patience alone, without any Mixture of Parts, would sometime or other do the Business, but nobody could pretend to say when. But then, let us consider how many Marks of a Passage have been already described and explained, and let us farther remember, that the Tide is a Kind of Clue, which seems to lead us by the Hand through all the Windings and Turnings of this Labyrinth, and if studiously and steadily followed must certainly lead us out. Now the Tide rising very high and coming from the Northward in *Repulse-Bay*, as it is called, but without any Reason, is a just Motive for our making another Tryal there, which would undoubtedly shew us more, if it did not shew us all. This I hope will make my meaning perfectly clear, and justify all that I contend for; which is the Prosecution of this Search, till a Passage is found, or the Arguments in favour of it answered, by some other Discovery.

I MIGHT add several other Arguments here, relative both to the Place, and to the Subject; but I shall forbear them, in order to make Room for an Argument, which I think of all others the most conclusive. We have now, in a long Course of Years, been flattered with the Hopes of finding a North West Passage; which Men of great Abilities, and extensive Knowledge, with Regard both to Speculation and Practice, have esteemed probable, and produced many plausible Arguments, at least, to make it appear so. Many Expeditions have been made in Search of this so much desired Passage; and if on the one Hand they have miscarried in the great Point of finding it, they have not on the other made any such Discoveries, as with sensible and unprejudiced People have overturned the Force of the Reasons urged to prove a Passage; but on the contrary have fortified and confirmed them, as appears

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appears by the last Resolution, produced in the second Part of this Work. By these repeated Trials, we have certainly advanced nearer and nearer to the main Point; and another Expedition, properly conducted, cannot fail of producing an absolute Certainty whether there is such a Passage or not; and since this is a Thing out of Dispute, it seems to be incompatible with our Reputation, as a Maritime Power, as well as inconsistent with our Interests, as a trading Nation, to abandon a Design, that has been prosecuted so far, and wants so little, so very little, of being compleated.

I BEG leave to add to this, that we ought also to consider, how injurious it might prove to the Trade, as well as to the Character of the *British* Nation, if, after pushing this Point so far, Foreigners should reap the Profit of all our Pains and Labour; and by the Help of the Lights that we have afforded them, find out this new Way to the *South Seas*, and to the *East-Indies*; which if it can be found, lies at present so much in our Power, not to discover only, but to become Masters of it; and tho' exclusive Commerce is often destructive and dangerous, in the Hands of private Persons; yet an exclusive Trade has been always, and very justly esteemed of the highest Advantage to a Nation, of which many Instances might be given, if that which we enjoy to our own Plantations, did not so clearly and incontestably establish this, as to render all other Proofs altogether unnecessary. But before we part with this Remark, it will not be amiss to add, that there seems to be the greater Foundation for these Apprehensions, from that visible Spirit of extending Commerce, and promoting Discoveries, which shews itself at present in so many different Parts of the World; and in some, where but a very few Years ago, nothing of this Sort was so much as thought of. And while the *Russians* are with such Vigour and Industry pursuing their Attempts to find a Passage to *America*, from their Dominions; it would surely be unpardonable in us to neglect any thing of the same Nature, which is so much more in our Power.

WE owe to this Spirit in other Nations, some very encouraging Hints, as to this Design; of which, as I believe it has not hitherto reached the public Notice, I will mention one. A Gentleman of great good Sense, and of undoubted Veracity, not many Months since arrived from *Portugal*, asserts, that some short Time before his Departure, a Person arrived there, who in a Voyage from a certain *Dutch* Settlement in the *East-Indies*, whether undertaken for the sake of Discovery, or a clandestine Trade is not either certain or material,

terial, was shipwrecked on the North Coast of *California*, which gave him an Opportunity of observing, that it is both an Island and a Peninsula; the narrow and short *Isthmus* that joins it to the Continent, being overflowed by high Tides. He farther observed, which is a Thing very material to our Purpose, that the Coasts of the Continent tended directly North East, which is a Thing we never knew with Certainty before, and which to such as consider it attentively, will appear no slight Argument in Favour of a North West Passage; for if the Continent of *America*, joined here to that of *Asia*, or to any other between them, the Shore would rather have twined North West. We may add to this, that by the overflowing of the *Isthmus* at High Water, it is evident, that a very high and strong Tide runs here, which is also very conformable to what might be expected in case of a Passage. But exclusive of all this, it is a Thing of some Consequence, considered barely as a Fact that regards the Geography of a Country, which has been so often the Subject of Dispute, and about which Mr. *De L'Isle*, one of the most able Men in *France*, wrote a very curious as well as particular Dissertation, without, however, pretending to clear up the Difficulty; but, on the contrary, labouring to shew, that, at that Time, there was no Certainty whether *California* was an Island or a Peninsula.

THUS the Reader sees in the narrowest Compass into which I could possibly bring them, what those Motives are which have induced me to speak with so much Assurance of the Probability and Possibility of determining, by another Expedition, a Point, esteemed of such Consequence to the Nation, as to deserve the Notice and Encouragement of the Legislature; and to his candid Censure I submit them, desiring to meet with no better Treatment from the World, than the Fidelity of my Relation, the Sincerity of my Observations, and the Uprightness of my Intentions may deserve.

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Ellis, H.  
Voyage to Hudson's -

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